

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

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MAY 1948



HOME TO ROOST

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1948

Navpers-O

NUMBER 375

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The Chief of Naval Personnel

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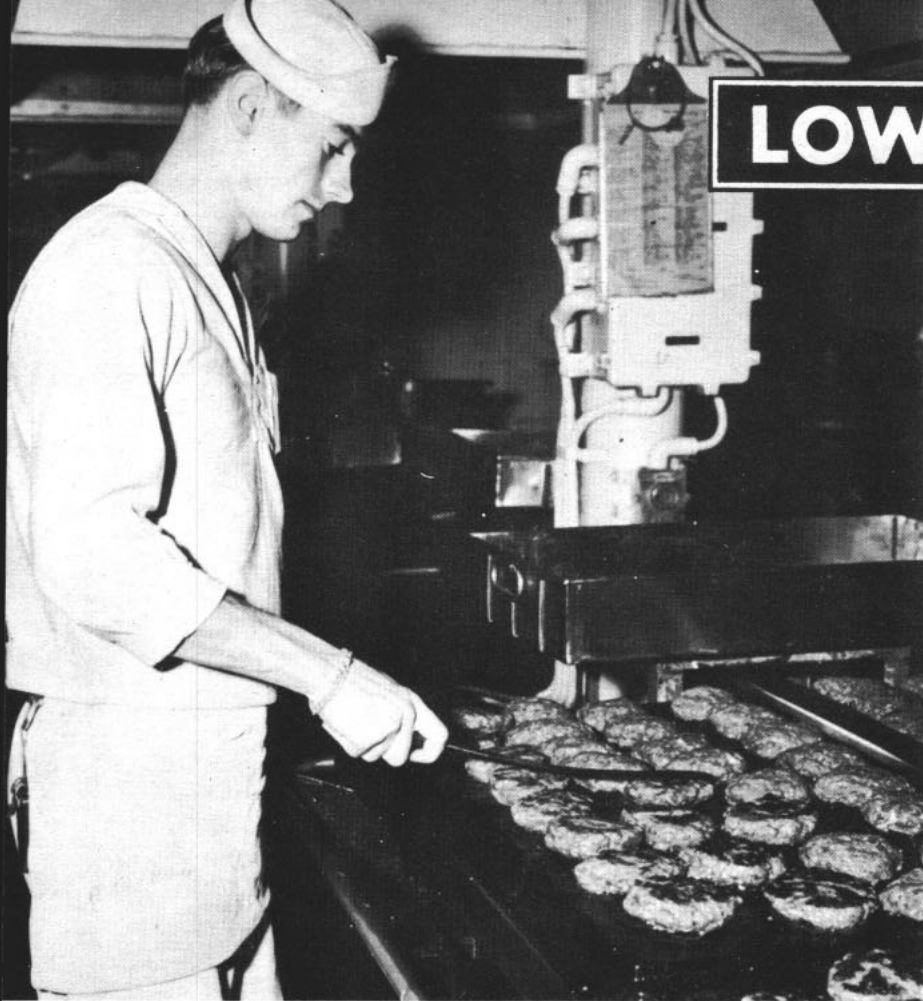
• FRONT COVER: Modeling modified dress blues approved by SecNav (see p. 33), Wallace F. Blackburn (right) of Piedmont, W. Va., watches as James H. King, BM1, of San Antonio, Tex., shifts his rating badge from right to left arm. ALL HANDS photo by Walter G. Seewald.

• AT LEFT: Back home after completing a scout mission during maneuvers, plane is hoisted aboard in a calm sea recovery as cruiser prepares to regain her position in ship formation.

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LOW-DOWN ON



SIZZLING hamburgers, commonplace on today's tasty menu, would have been ambrosia to early Navy men, whose rations were meager and monotonous.

*And now we're out to sea, my boys, the
winds come on to blow;*

*One half the watch is sick on deck, the
other half below*

*But as for the provisions, we don't get
half enough;*

*A little piece of stinking beef and a
blamed small bag of duff.*

*Singing blow ye winds of the morning,
Blow ye winds heigh ho,*

*Heave the galley overboard and chase
the cook below.*

This old sailor's song expresses the opinion early American seamen had of the food served on board their ships. When you compare the old Navy menus with the scientifically planned, well-balanced diet supplied by current day messes it isn't hard to see why square-knot sailors wailed long and loud about their rations.

The average 20 to 25 items prepared daily to tickle your palate stand in striking contrast to the eight or 10 items

of foodstuff served day after day in the early American Navy. It would be amusing to watch the reaction of a 20th century sailor who, all set to enjoy one of the steaming hot meals regularly served on board ships and stations, should suddenly find a meal such as was served on ships of the Revolutionary War era thrust under his nose.

Suppose you stepped in Alley Oop's time machine and landed on the decks of an early 1800 frigate named *Bloodybucket* just as mess call was being sounded. The meal dished out to you would probably consist of plumduff, salt horse, hardtack and coffee. Plumduff is a mixture of flour, molasses and raisins boiled in a bag until it became a rubbery mass and salt horse a rancid, salt-packed, stringy meat that a European monarch once admitted was "not good, but it can be eaten."

If you were still clinging to shrouds and staggering around *Bloodybucket's*

rolling decks at suppertime, you wouldn't fare much better. On a square of tarpaulin spread on deck the evening rations of crackerhash, hardtack, molasses and pails of tea would be dumped. A split-second later 15 or 20 wicked-looking knives would flash into action, plucking chunks of food with deadly accuracy that were noisily gulped by the seamen along with sucked-in draughts of tea. You may think that manipulation of present day cutlery is complicated, but in those days it took a man with instant reflexes to squat down to a sociable meal. A man could easily lose a finger reaching for a tidbit if his timing wasn't right.

The ship's cook, or just plain cook as he was called in those days, was a man to be reckoned with. Usually a belligerent, short-tempered character he was absolute dictator of the galley area and anybody who crossed him was apt to get his ears singed. Most cooks were unscrupulous individuals, not averse to picking up an extra dollar. At the time it was customary for the cook to receive his meats from the steward and after it was prepared to "give it to such persons (mess cooks) as are chosen by every mess for the fetching of it away from him."

In many cases the cook furnished double rations to the messes willing to indulge in a little graft. There seems to have been a sort of unwritten law that unless a sailor had lost an eye or leg he



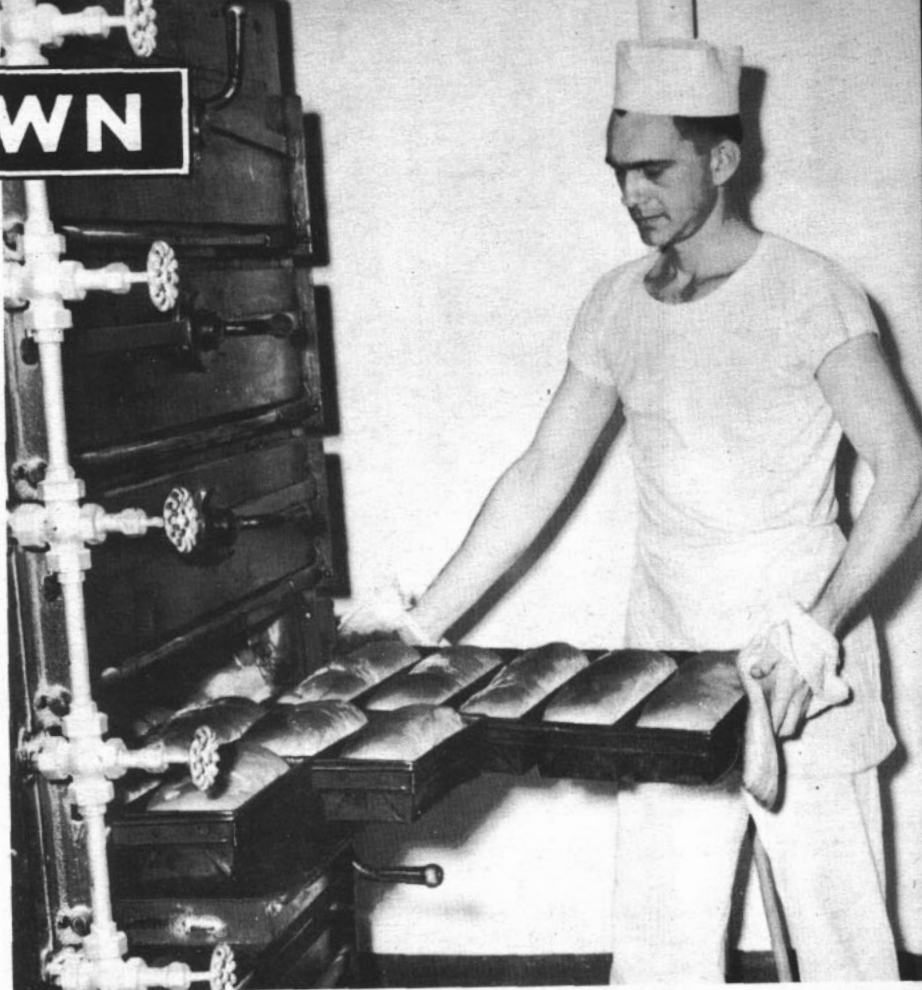
CHOW-DOWN

could not become a cook. Whether or not a man could cook appears to have been regarded as insignificant.

Supervising the galley was the cook's primary duty, for the actual preparation and cooking of the food was done by the mess cooks. Under this "berth deck" system of messing the mess cook was caterer, cook and waiter for the 10 to 20 men in his mess. All or part of the men's rations were commuted and the money turned over to the mess cook. These cash payments gave the men some money to buy extra chow ashore to supplement the food served on board ship.

A fine idea in theory, it didn't work out so well in practice. Frequently the mess cook would head for the market with a roll of chow money and decide to have a "quick one" at a tavern along the route. Hours or maybe days later he would stagger back to the ship minus groceries and cash. The unfortunate sailors who had trusted him with the mess money had to tighten their belts and survive the best they could on the coming cruise, whether it was long or short.

Prior to 1794 the rations served on Navy vessels were probably the same as the ration allowance for the Army, consisting basically of a daily allowance of meat, fish, flour and beer or cider. There was a weekly allowance of peas, rice and Indian meal. For each 100 men there was also allowed nine gallons of molasses,



OVEN FRESH bread (above) adds zest to meals served at sea. Sailor in chow line (below) beams his approval of the modern Navy's palate-tickling food.

ses, three pounds of candles and 24 pounds of soft or eight pounds of hard soap. On 27 March of that year the first ration law was passed which guaranteed sailors a fixed amount of certain foods each day.

The new ration was more like a bill of fare than a provision allowance, for it stated specifically what and how much of everything was to be served on each day of the week. They got 1½ pounds of beef on Sunday, pork on Mondays and Thursdays and beef again on Tuesdays and Saturdays. On "meatless Wednesdays" each man was allowed one-half pint of rice, four ounces of cheese, four ounces of molasses or two ounces of butter, one pound of hard bread and of course, the daily ration of one-half pint of spirits or beer. No meats were served on Fridays.

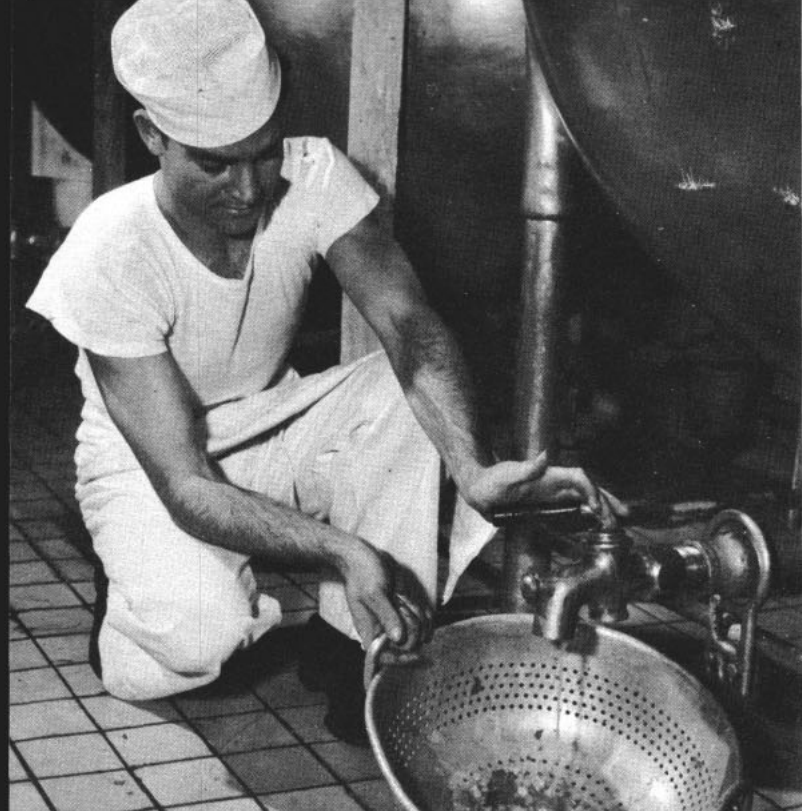
The only meats served on ships were salted dried beef and pork that was carried in large harness casks that had a

partition through the center. The port side of the cask was marked "P" for pork and the starboard side marked "B" for beef. Usually these casks were lashed to the foremast and served as a stowage bin, being replenished from barrels stowed in the hold.

Three years after the first ration law was passed it was changed, with the daily allowance of pork and beef reduced to one pound, the allowance of potatoes and turnips increased to one pound, four ounces of cheese on Mondays and Saturdays added and one pound of pudding allowed on Tuesdays. The molasses allowance was increased to six ounces and two ounces of butter or one gill of oil added on Fridays. Four years later the ration was slashed to where the daily cost per man would not exceed 20 cents.

The position of the purser on board early vessels was an enviable one. He had charge of supplies but his accountability and responsibility ended with the





ECONOMY with flavor results from straining food particles from kettle (left) for soup stock. Right: Potato peeler.

issue or sale to the messes. These pursers were civilian appointments, made only for a vessel's cruise. No salary was paid them, their pay being in the form of a commission on mess expenditures. The purser also had certain "rights" that usually resulted in his heading ashore with a bulging money bag after the cruise was over. In 1854 an act of Congress gave pursers with over 12 years service equal rank with commanders and those with less than 12 years service equal rank with lieutenants. In 1860 their title was changed to "paymaster" and in 1917 they were designated supply officers.

An important change in ration procedure took place in 1842 when a law was passed changing the day-to-day bill of fare to daily and weekly allowances, with the issue of substitute items authorized for the first time. Raisins, dried apples, pickles, cranberries, fresh vegetables, sauerkraut and soft bread were new items added to the provision list. The average daily cost of the ration was increased to 30 cents per man.

The year 1842 also brought changes in the law concerning issue of spirits to messes. Controversy had been raging for some time as to whether intoxicating drink should be served on board Navy

vessels. One captain had written to the Secretary of the Navy stating the allowance of one-half pint of rum per day was too much, that it required close attention to keep the men from being continually drunk. "They will in addition to their allowance find landsmen and boys who will privately barter their rum to them for butter, cheese, etc.," he fumed, adding that he believed it would be better to allow the seamen only one gill of rum per day and substitute foodstuffs for the other.

The new law enacted stated that "no commissioned officer, midshipman or any person under 21 years of age shall be allowed to draw the spirit part of the daily ration, and that all other persons are permitted to relinquish that part of the ration and shall be paid in lieu thereof the value of the same in money." This change was just the forerunner of dark days to come, for in 1862 the axe fell.

A law passed that year stated, "distilled spirits shall be admitted on board vessels of war only upon the order and under the control of the medical officers of such vessels, and to be used only for medical purposes." To compensate for the loss the daily commuted ration was

increased five cents. This was meager appeasement to disgruntled sailors who mournfully sang the famous song written by Paymaster Casper Schenck on the eve of the catastrophe.

*Jack's happy days will soon be past,
To return again—No Never!
For they've raised his pay five cents a day,
And stopped his grog forever.*

In 1902 a new system of messing was inaugurated and the old berth deck system abolished. Under the new "general messing system" the pay officer became the commissary officer with a staff of cooks, bakers and commissary stewards. It placed the responsibility for running the general mess in the hands of the supply officer. This had previously been the executive officer's duty.

Noticeable increases were made in meats, vegetables and other foodstuffs by the same law that changed the messing system. However, the law lacked flexibility and on 2 Mar 1907 Congress amended it so that any article of the Navy ration might be issued in excess of the authorized quantity, provided there was an under issue of the same value in some other item. When this amendment was passed the Navy Department abolished the system of commuting a portion

of the ration and directed that no further contributions be made to messes from unofficial sources.

As time passed equipment for galley was gradually improved, until today the galleys of U.S. Navy ships are the finest equipped in the world. However, back in 1904 the Navy eyed the first dishwashing machine suspiciously, but decided to let the manufacturer install it at his own risk. Soon potato peelers, meat grinders, meat slicers, dough mixers and ice cream freezers were being placed in galleys and the old coal ranges complete with "Charley Noble" were replaced by oil and electric ranges.

Eight years after the general messing system was placed in operation a "cafeteria system" of serving chow was tried out on board USS *New York*. It cut down the time required to serve meals and placed the entire procedure of preparing and serving meals on a more efficient basis.

The Bureau of Supplies and Accounts constantly works toward improving the quality of the food used by Navy messes. The cost of subsisting the Navy has risen sharply through the years. In 1917 the average daily cost of the ration was 43 cents per man. In 1927 it had risen

You Too Can Learn to Cook Navy Chow

Like to try your hand at whipping up one of the staple dishes of the old Navy?

Old-time sailors licked their chops hungrily when plumduff appeared on the menu. Maybe you'd like it.

Recipe for Plumduff (Navy Cookbook — 1902)

Soak 25 pounds of stale bread in cold water and drain dry. Add 25 pounds of sifted flour, five pounds of suet chopped fine, three pounds of raisins, five pounds of sugar, four pounds

of currants, two pounds of prunes, three tablespoonsful of salt, one teaspoonful of ground cloves, one tablespoonful of ground cinnamon, one wine-glass of vinegar and mix thoroughly with cold water. Turn the bags inside out and fill them with the pudding, securing the opening firmly; drop in the copper in which water is boiling and cook for at least two hours. If there is sufficient time the pudding will be improved by boiling three or four hours. Serves 100 persons.

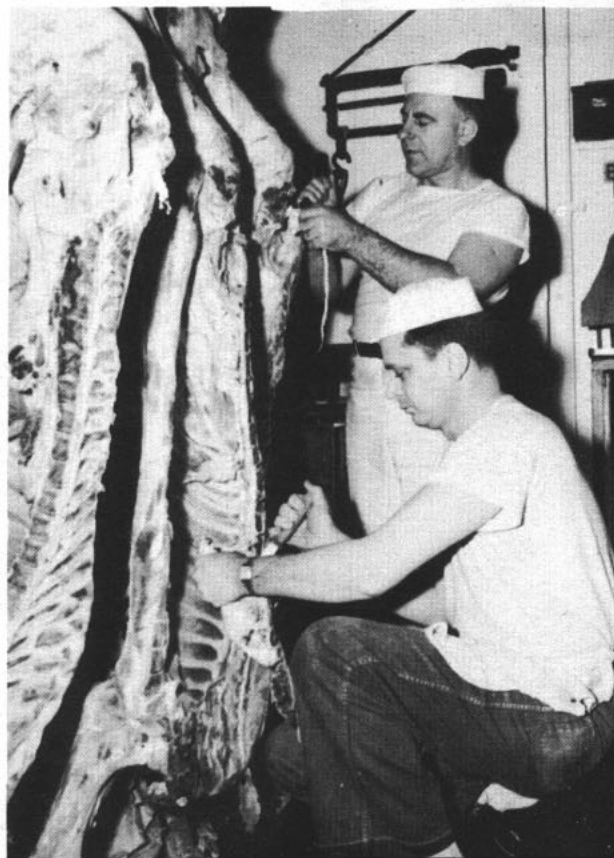
to 53 cents and in 1947 the daily costs had soared to 79 cents per man. More and better foods are being served. Last year every person in the Navy was served 329 pounds of meat, 146 pounds of bread, 584 pounds of vegetables, 183 pounds of fruit and 219 quarts of milk. Altogether the Navy used 56 million pounds of bread, 110 million pounds of milk, 230 million pounds of vegetables, 34 million pounds of fruit and 10 million dozen eggs to subsist its personnel during 1947.

Studies are being made to improve messing equipment. One result of these studies is a proposed new mess tray, cup

and soup bowl for use on ships and stations. The proposed new equipment, if approved, will add color to the mess. Made of plastic and in six colors, green, blue, red, yellow, tan and ivory, the new tray is deeper, the bowl shaped differently and the new cup has a handle on it.

What does the future hold for Navy chow? "There may come a time when we'll all carry a month's ration, capsule style, in our back pockets," smiled a BuSandA official, "but right now we believe that Navy men would rather stick to a diet of steak, chicken, turkey and chops."—Earl Smith, PNC, USN.

ICE CREAM for dessert (left), fresh meat for the main course (right) were unknown to men who manned earlier Navy.



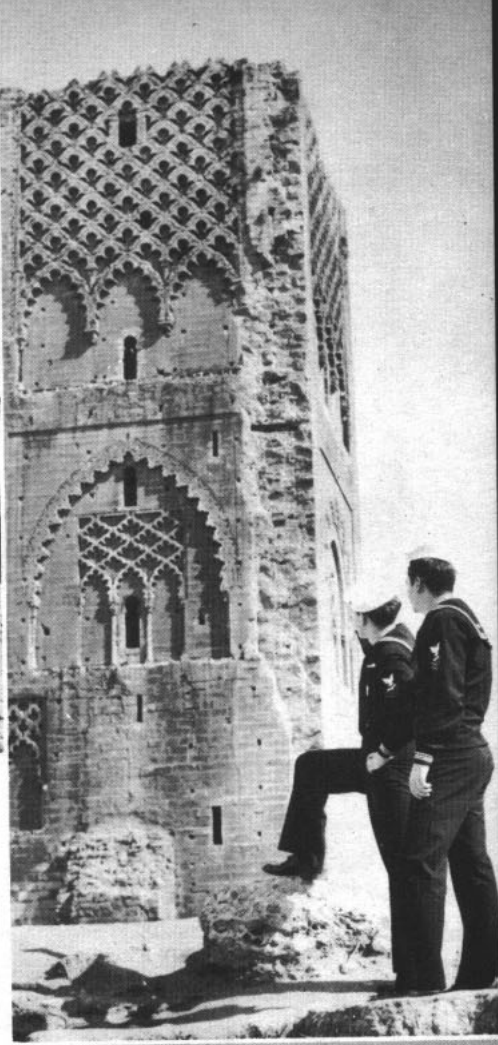
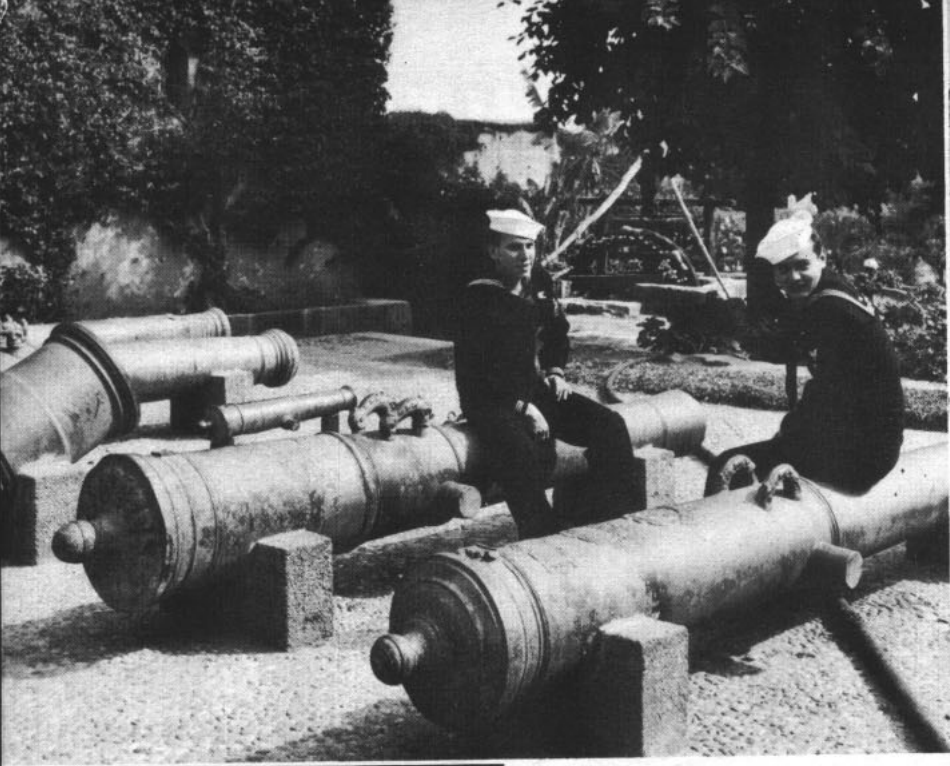


OPPORTUNITY to visit Rabat, capital of French Morocco, was taken by two Navy flight crew members during layover of plane. Left: Sailors enjoy view from Hasan Tower. Above: H. A. Morrison (left) and K. Kelleck study ancient water wheel.

Road to



CUTTING A RUG, Moroccan style, is seen (left). Interesting curios are found



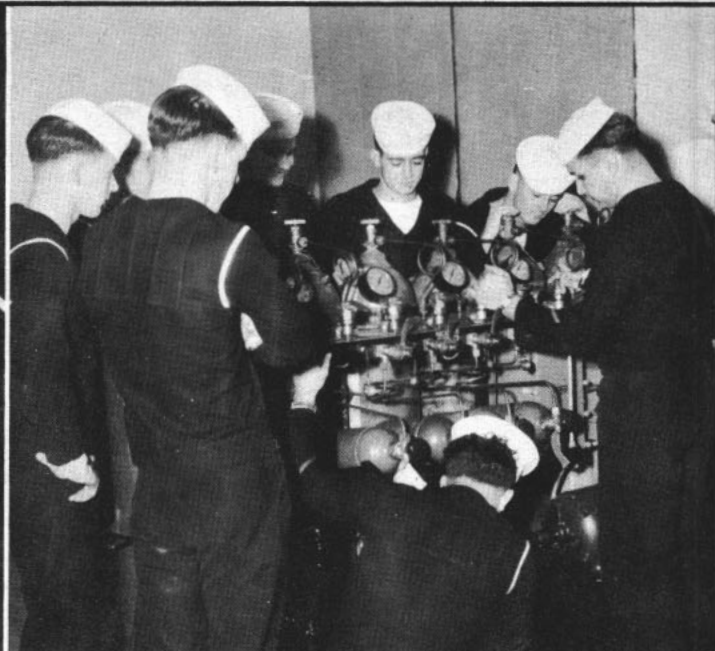
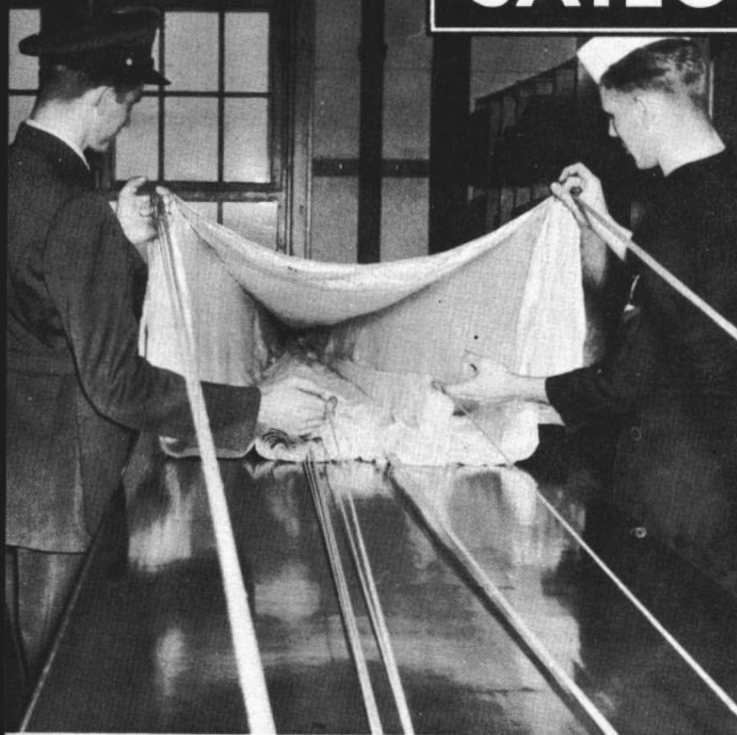
Morocco

RESTING on old cannon in grounds of sultan's palace (above), sight-seers plan next phase of tour. Right: Last look is taken of 200-foot-high Hasan Tower, remnant of ancient mosque. Both the sailors are assigned to Air Transport Squadron 1.

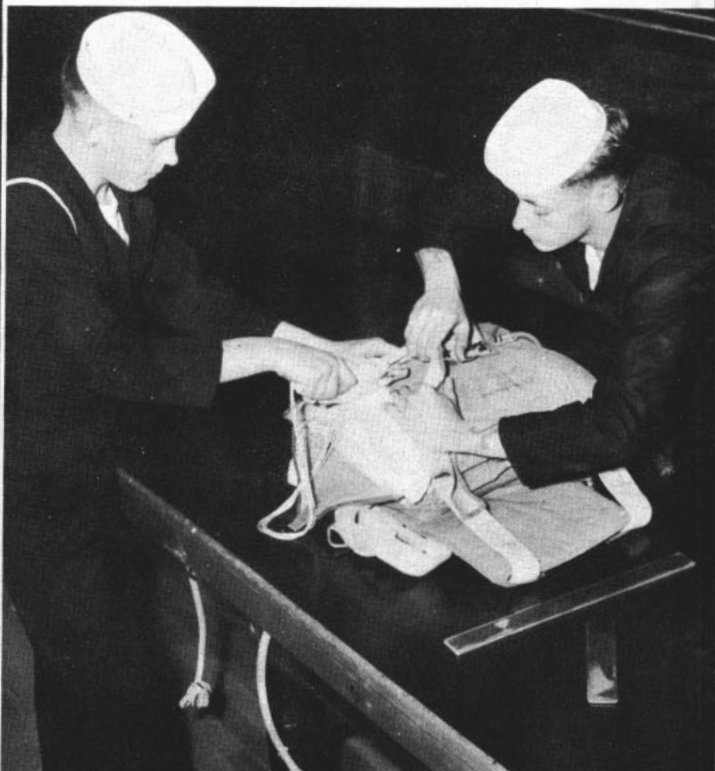


in an Arab shop (above). Chow at Port Lyautey EM club (right) ends the trip.

SAILORS WITH WINGS



CHUTE canopy gets inspection by instructors at parachute riggers school (left), students study oxygen gear (above).



HARNESS machine is demonstrated (above, left). Two students show teamwork required in packing of chute (right).

OF SILK

A SAILOR parachuted earthward from a plane. This was his first leap, but he was not nervous. He was well prepared for the adventure, and he knew that thousands who had preceded him at the Naval Parachute Riggers School had completed this phase of the course without difficulty.

How to jump from the plane, open the 'chute, ride down, land, tumble to break the fall, and stop the 'chute in a high wind are only a small part of the school's 15-week course.

The first Navy parachute school was organized at Lakehurst, N. J., in 1924 to fill the need for men trained in packing and repairing parachutes. That first year there was one class, consisting of 15 sailors. Upon graduation the men retained their ratings and were qualified as parachute men, wearing the parachute rigger qualification badge in addition to their rating insignia.

The school was under cognizance of the Bureau of Navigation (now BuPers) until November 1942, when it became a part of the Naval Air Technical Training Command. The rating of parachute rigger was established in February of the same year.

As the naval aeronautical organization has increased in size and scope the parachute rigger's role has become increasingly important to the naval service. The job has expanded until it now includes duties as varied in nature as sewing a silk patch on a parachute and installing oxygen breathing equipment in service aircraft.

The present parachute riggers school is located in a two-story building at NAS Lakehurst. The course consists of five phases: parachutes, sewing machines and fabric work, aircraft oxygen equipment, life rafts and survival equipment. Actual parachute usage and parachute jumping follow. As his final examination, the student is required to prepare and pack his own parachute and jump with it.

The curriculum of the parachute riggers school is designed to give the student a thorough background in the skills, understandings and attitudes essential to a parachute rigger at sea or ashore. Although the majority of the work is done with actual service equipment and the



GRADUATION JUMP in chute he packed himself winds up student's course of training at Lakehurst, N. J., school. Only one man has failed in this exam.

primary emphasis is placed on the practical aspects of the work, wall charts, display boards and mockups are used to a certain extent in teaching. Considerable time is spent in attending lectures and movies.

The first five weeks in the school are spent in learning the nomenclature of all types of Navy parachutes and how to pack them. Although packing a parachute is an exacting procedure, the students take a keen interest in it, work hard, and learn quickly. Early in the course they come to realize the importance of the parachute to flight personnel.

Successful operation of a parachute loft is taught in the first phase of the course. Also included is the repair, replacement and adjustment of various parachutes.

Three and a half weeks are spent in the sewing machine and fabric shop. Here the students learn the operation, maintenance and repair of seven types of sewing machines used in the parachute trade. Each student is given projects to complete which involve manufacture of various items and replacement of parts of parachutes and related equipment. This requires fabric layout work, all types of stitching and installation of slide and snap fasteners.

The care and maintenance of aviation oxygen breathing equipment is a job that has been added recently to the parachute rigger's duties. With safety precautions stressed, students are taught the operation, maintenance and installation of the oxygen systems used in naval aircraft. He learns also the oxygen transfer machine



CUTAWAY model teaches students operation of sewing machine. During 15-week course, the use of seven types of machines used in parachute rigging is taught.

and care of the pilot's personal equipment such as oxygen masks. Similar training is given in regard to CO2 equipment. Where applicable, the parachute rigger's job now includes the refilling of CO2 bottles used in aircraft.

Phase four of the school deals with life rafts and survival equipment. For three and a half weeks the students hear lectures, see movies and receive instruction regarding all types of airborne survival equipment. This phase starts with a one man pararaft which is a part of the pilot's equipment, and goes on to a 10-man AR-10 droppable pneumatic life boat. The latter carries, among other things, an outboard motor, a sail and regulation Navy blankets. The students learn all the details of design and construction and how to make repairs.

Students are taught how to handle and effectively use the emergency equipment carried in life rafts. Each student is required to pack each type of life raft several times. Using the school's four aircraft, the men become acquainted with the procedure for loading droppable assemblies through bomb bays and stowing other types of survival equipment. When weather permits, actual operation and use of life rafts is practiced in a nearby lake. In cold weather this instruction is carried on in a classroom where movies show the procedure.

After completing this period of studying rafts, emergency rations, distress signals, life jackets, outboard motors, solar stills, safety belts, exposure suits, anti-blackout suits, emergency radio transmitters and many other items, the student is near completion of his training. He has become qualified as an aviation safety technician and is well prepared to teach



FITTING of oxygen breathing equipment is shown. Care and maintenance of this equipment is a recent addition to highly specialized duties of the rigger.

the use of the equipment, as well as to care for it.

The final phase of the school winds up the student's training literally with leaps and bounds. Parachute jumping is the primary topic. Instruction deals with the descent all the way from leaving the plane to getting back to duty with the man and his chute both in serviceable condition.

Getting instruction in things as widely separated in nature as earth and water, silk and steel, a 12-inch spanner wrench and a tiny sewing needle, the sailors feel that they have gone to a truly unique school. They feel that a school where the curriculum includes jumping out an airplane and floating in a rubber boat is a lot different from the one where they learned their readin' and writin'.

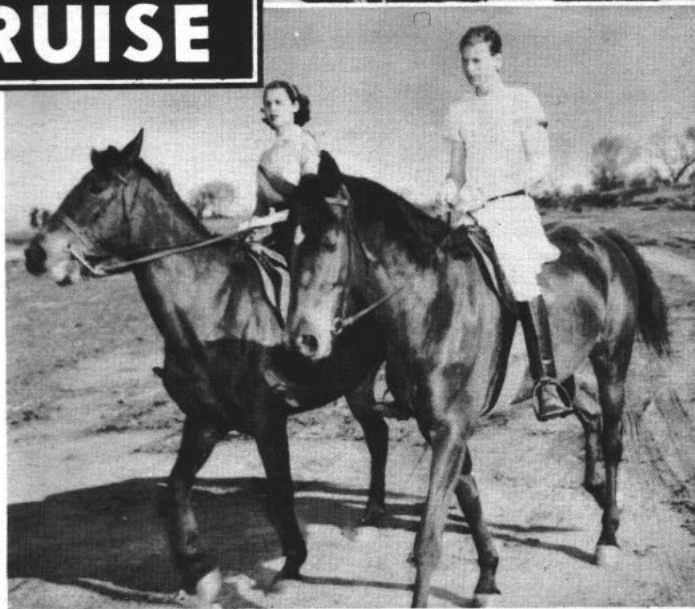
They realize that new developments in naval equipment require new techniques and skills. New techniques and skills to be taught require new and unusual schools. Most of the men agree that they enjoyed their course at the parachute riggers school more than they did at the school back home where they got their original book learning.

And when they see a pilot or crewman casually dangle his parachute pack as he walks across a flight deck or flying strip, the parachute riggers school graduates know that they or one of their co-alumni had a hand in seeing that the silk was properly stowed.



MOTH BALL CRUISE

COMFORTS OF HOME are enjoyed by the 19 officers and 273 enlisted men who care for 21 vessels in the Stockton, (Calif.) Group of the Pacific Reserve Fleet. Now designated as on shore duty, these keepers of the small mothball fleet are afforded shore station facilities in the berthing area on the San Joaquin river. Above: A view of the enlisted men's club which is but one of several recreational facilities provided. Right: A sailor and his girl companion enjoy horseback riding in the Stockton vicinity which also boasts such outdoor sports as hunting and fishing. Below, left: A Navy wife buys groceries in the commissary store, one of the many privileges of the Stockton Group. Below, right: General air view of the Reserve Fleet, showing a portion of the shore installation and ships in reserve.



Roundup of Legislation Affecting Naval Personnel

Several bills of interest to naval personnel were passed by Congress and signed into law by the President and many other legislative proposals were introduced for Congressional action or reported out of Congressional committees.

ALL HANDS will continue to report on the various stages of action on bills affecting the Navy.

After receiving the President's signature of approval, the following bills became law:

Navy Organization—Public Law 432 (S. 1252): makes certain changes in the organization of the Navy Department and establishes or defines duties of CNO, Vice CNO, Deputy CNOs, Assistant CNOs, names Inspector General, Chief of Naval Material and Vice Chief of Naval Material.

Procurement Coordination — Public Law 413 (H.R. 1366): establishes regulations for the procurement of supplies and services of the Army, Navy, Air Force, Coast Guard and National Advisory Committee for Aeronautics.

Medal Award—Public Law 438 (S. 1802): authorizes the President to award the Medal of Honor to the unknown

American who lost his life while serving overseas in the armed forces of the U.S. during World War II, and who will lie buried in the National Cemetery.

Obsolete Material—Public Law 421 (H.R. 774): amends an act to authorize SecArmy and SecNav to loan or give condemned ordnance, guns, projectiles, and other obsolete material to various non-profit institutions.

Gift Acceptance—Public Law 439 (S. 1528): authorizes Secretaries of the Army, Navy, Air Force and Treasury to accept and use gifts, devices and bequests for schools, hospitals, libraries, cemeteries and other institutions under their jurisdiction.

Vessel Lights—Public Law 433 (S. 1961): amends a previous law so as to extend the exemption of Navy or Coast Guard vessels of special construction from the requirements as to the number, position, range or arc of visibility of lights.

Insurance Benefits—Public Law 429 (H.R. 4141): extends the validity period from five to seven years following the death of a person carrying NSLI for filing of application by beneficiary.

Allen Fiances—Public Law 450 (H.R. 4838): extends until 31 Dec 1948 the validity period of the act to facilitate admission into the U.S. of alien fiances or fiances of members of the U.S. armed forces.

Legislative proposals in various stages of Congressional action are:

Enlisted Retirement—H.R. 5344, S. 2139: Reported favorably by House Armed Services Subcommittee; to amend previous law so that retired enlisted men and warrant officers may elect appointment in the highest temporary rank in which they served satisfactorily, or retired pay of enlisted or warrant grade, and to prohibit retroactive checkage of retired pay. Amended by committee to permit men to elect officer or enlisted status, and to make the provisions applicable to the Coast Guard.

Midshipmen Service—S. 657: Reported; to count midshipman service for pay and retirement purposes. Reported by full committee with amendment to eliminate counting midshipman service for eligibility for retirement.

Medical Treatment—H.R. 3450, S. 1649, H.R. 1275: reported by House Armed Services subcommittee in lieu of other bills: to allow for payment of claims for medical treatment while on leave. Passed House 1 Mar 1948.

Quarters Allowance—H.R. 5643, S. 2234: Introduced; to remove requirement of an allotment to dependents of persons in the first three pay grades who elect to receive money allowance for quarters in lieu of dependents' allowances.

Dependents Transportation—H.R. 1971: Introduced; to pay transportation of dependents and household effects of regulars upon discharge.

Canadian Appointments—S. 1723, H.R. 4341: Passed Senate and cleared for House; to authorize the appointment of midshipmen at Naval Academy from Canada.

Medical Services—H.R. 5983, S. 2366: Introduced; to remove certain restrictions on appointments to the Navy Medical Service Corps.

Salvage Facilities—H.R. 4490: Reported; to authorize SecNav to provide salvage facilities.

Escort Allowances—H.R. 5870: Reported; to provide increased allowances for the escorts of repatriated war dead.

WAY BACK WHEN



Seaweed Sea

Sailors always have been noted for their many superstitions. In early days one of the strongest of these was the belief that there existed in the Atlantic a spot where seaweed was so thick it could hold a ship, where the tide carried all missing ships and derelicts. This "graveyard of missing ships" was called the Sargasso sea, named after Sargassum seaweed.

It was said to harbor many ships, among them the crumbling hulks of Spanish galleons loaded with treasure chests and guarded over by the spirits of old sea rovers.

So strong was this belief that early day sailors refused to sail through the Sar-

gasso sea. Some of the more imaginative sailors went so far as to claim they actually saw old derelicts during foggy nights.

The Sargasso sea and its seaweed actually exist. It is a large tract of comparatively still water lying between the parallels 20 degrees and 35 degrees north and the meridians 30 degrees and 70 degrees west.

Despite the thickness of the seaweed, there is no record of a ship's ever having been stopped by it.

Men have sailed through it many times but have yet to find the graveyard of missing ships.

Tax Exemptions—H.R. 5918: Introduced; to exempt from the Federal estate tax the proceeds of National Service Life Insurance and U.S. Government life insurance.

Free Postage—H.R. 5724: Introduced; to provide free postage for members of the armed forces while serving outside the continental limits of the U.S.

Separation Board—H.R. 5520: Introduced; to establish a Servicemen's Separation Board, and to define its power and duties.

Compensation Rates—H.R. 5497: Introduced; to increase World War I and II disability and death compensation and pension rates.

Dental Care—H.R. 5494: Introduced; to provide dental treatment for dependents of Navy and Marine Corps personnel.

Insurance Options—H.R. 5492: Introduced; to provide additional options with respect to Government life insurance policies.

Bonds Payments—H.R. 5259: Introduced; to amend the Armed Forces Leave Act of 1946 so as to permit payment of leave bonds or checks to the estates of

former members of the armed forces if no survivor exists.

Warrant Advancement—S. 2140, H.R. 5345: Introduced; to amend the Pay Readjustment Act of 1942, as amended, so as to allow certain commissioned warrant officers of the armed forces to count other active commissioned service in the computation of service for advancement to certain pay periods.

Customs Duty—S. 2337: Introduced; to increase the amount of articles acquired abroad by residents of the U.S. which may be brought in the country free of duty.

Legal Officers—H.R. 5837: Introduced; to readjust the grade and rank of Navy law specialists so as to place them in proper relation to each other and on an equal footing with line officer contemporaries.

Officer Transfers—H.R. 5781: Introduced; to authorize the inter-service transfers of officers.

Veterans Allowances—H.R. 5707: Introduced; to provide increased subsistence allowances for veterans pursuing on-the-job and on-the-farm training courses.

Reserve Retirement—H.R. 2744 Passed by House, awaiting Senate action; to provide for the selection for elimination and retirement of officers of the regular Army, for the equalization of retirement benefits for members of the Army of the United States, and to provide for the retirement with pay of officers and enlisted personnel of the National Guard and Reserve components of all the armed services.

Carriers Deliver Planes

Transportation by three escort carriers of former Air Force planes to Turkey has been announced by the Navy Department. The three vessels are USS *Rendova* (CVE 114), USS *Siboney* (CVE 112) and USS *Palau* (CVE 122).

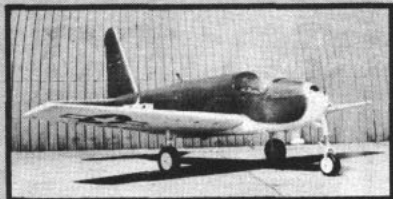
Rendova already has left San Francisco for a round the world cruise, and will stop at Yesilkoy, Turkey, to discharge planes she carried for the Turkish government. *Siboney* is to leave Norfolk this month, returning 9 June, while *Palau* is scheduled to depart from Norfolk 15 June for a 10-day visit at Yesilkoy.

Delivery of the planes to Turkey is in connection with the Turkish aid program. The Air Force is providing the aircraft and personnel to maintain the planes en route.

QUIZ AWEIGH

You may be a "salty dog" to your girl friend on the beach, but just how salty are you when it comes to the pictures below?

- 6 . . Super salt
- 5 . . Salt
- 4 . . Market Street commando.



1. Airdales will recognize this stubby-winged craft as the (a) Eagle (b) Glomb (c) Bat.

2. It was designed for experimental work with (a) supersonic speeds (b) reconnaissance (c) glide bombing.



3. This sailor is inspecting (a) high speed fuel hose connection (b) Charlie Noble (c) bloomer.

4. It is used for (a) fueling ships at sea (b) removing smoke from galley (c) protecting guns during heavy weather.



5. During the war this compact looking ship carried a delicate cargo of (a) aviation bombs (b) mines (c) navigation instruments.

6. It was used as (a) mine layer (b) aviation supply ship (c) instrument repair ship.

HOW DID IT START?

Scuttlebutt

Today's scuttlebutt aboard ship is a far cry from its namesake of yesteryear.

In the days of sail, a drinking fountain was nothing more than the name scuttlebutt implied, a cask or butt with a hole or scuttle for drawing drinking water. After



several weeks at sea the water in the casks became so foul it took a man with a cast iron stomach to drink it. The microscopic flora and fauna which seemed to thrive in it did nothing to improve its flavor.

Now you need only to push a button on modern drinking fountains for cold, clear water, even in the hottest climes.

Since it was the custom of sailors to spin yarns wherever they met, the term scuttlebutt was also given to any story or rumor told while the men were drinking. So remember: you hear scuttlebutt, take it with a drink of water.

THE WORD

Frank, Authentic Advance Information On Policy — Straight From Headquarters

• **RESULTING** from inclusion of pharmacists as commissioned officers in the Medical Service Corps, the warrant designations of "chief pharmacists and pharmacists" have been changed to "chief warrant officers and warrant officers, Hospital Corps."

This is the first time in U.S. Navy history that specialty names have been eliminated from warrant designations. All others—such as boatswain, carpenter and so forth—remain unchanged.

• **PAY REVISION** for Navy and other uniformed services, now under study by a civilian committee whose primary concern is the welfare of service personnel, probably will not be ready to present to Congress before mid-summer.

When completed, the committee's intensive study will have taken in "every significant phase of a sound system of compensation" according to the executive secretary of the board, John L. Hoen, who recently completed five years of Navy service.

In addition to the executive secretary, the commission is composed of four prominent civilian executives from manufacturing, public utilities and educational fields. More than 100 service personnel compile reports and make studies for the commission.

The commission's recommendations will

Money Ration Allowance Is Increased By Navy

The money ration allowance for all ships and stations which subsist less than 150 persons daily has been increased to \$1.15 per person per day, effective at the beginning of the fourth quarter of fiscal year 1948.

Ships and stations that subsist more than 150 persons each day are allotted a daily allowance of \$1.00 per person.

The change was announced by Navact 5-48 (NDB, 31 Mar 1948) and will be included in a forthcoming change to BuSandA Manual.

be submitted to the Defense secretariat as a basis for proposing legislation to Congress providing new pay scales for the armed forces and the Coast Guard, Public Health Service, and the Coast and Geodetic Survey.

Special studies cover four fields: industrial wage comparisons, retirement, special pay, and history and tradition.

Other factors being considered are the relation of insurance, retirement pay and survivor benefits to active duty pay; the value of special benefits such as tax exemptions and commissary privileges; the question of extra pay for hazardous duty and special skills; and elimination of inequalities of pay between the services.

• **SHIPPING** of household effects without first checking to see if housing is available sometimes results in considerable difficulty and expense to personnel.

BuSandA points out that many personnel, upon first receiving change of station orders, arrange for transportation of their household belongings only to find out later that housing or storage is not available or that quarters fully furnished by the government are to be occupied.

There is no authority under existing regulations for the storage of household effects at public expense nor are there adequate Navy storage facilities available at some stations.

In case of doubt, personnel should write or wire the CO of the new duty station to ascertain:

• Whether public or housing projects quarters are furnished and to what extent.

• What storage space is available in public or housing project quarters for household effects not required.

• Extent of commercial storage facilities available in the local area.

This information will enable personnel to arrange for commercial storage or dispose of unneeded household effects prior to leaving the old duty station and permit shipment only of effects actually required.

• **ENLISTED** members of the steward's branch may be employed on a voluntary basis in their off-duty hours in the residence or quarters of officers as cooks, waiters or in other work of a character performed by a household servant, according to a recent opinion of the Judge Advocate General. Only members of the steward's branch may be hired for these duties.

Naval personnel of the steward's branch may be employed for this work only when it does not interfere with "the customary employment and regular engagement of local civilians" which is prohibited by law. The directive, BuPers Circ. Ltr. 28-48 (NDB, 29 Feb 1948) states that commanding officers of the naval personnel concerned will determine whether or not their employment interferes with the employment of civilians.

• **EXPERIENCE** and ability of enlisted students to absorb instruction quickly may place them ahead of fellow classmates in various schools conducted by BuPers.

"No possibility for accelerating the output of trained enlisted personnel should be overlooked," says a letter from the Director of Training to BuPers training activities. The new policy asks:

• Immediate advancement of students entering the school with previous training in the specialty to the point at which they can continue to absorb more advanced instruction.

• More rapid training advancement of students with high ability despite a lack of previous experience.

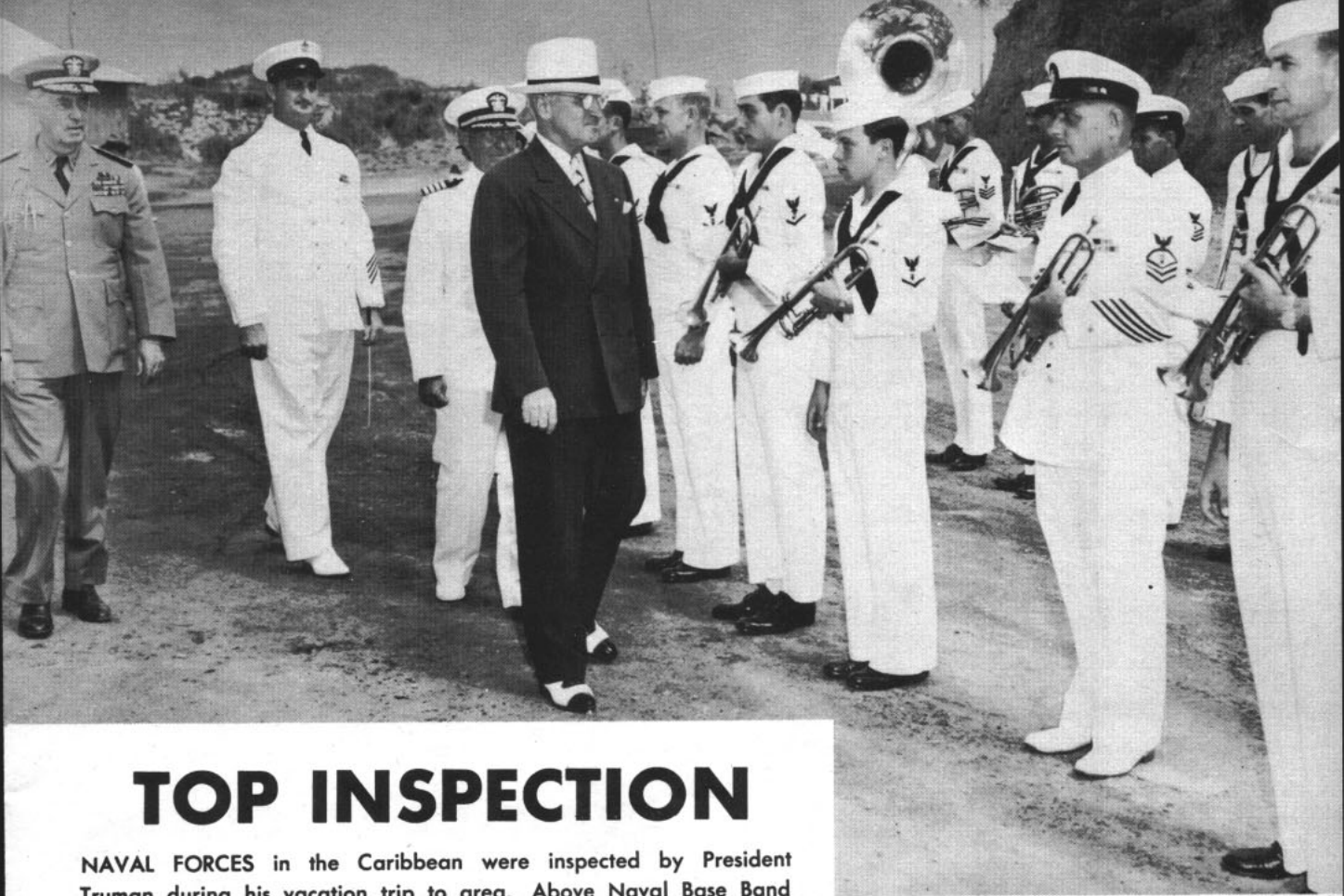
"It is realized," the letter reads, "that this policy will result in some scheduling difficulties but it is believed that the small amount of additional administrative work involved will be more than offset by the increased output of trainees and the resultant benefits to the fleet and the naval shore establishment as a whole."

The policy of a more expeditious graduation of students is aimed at a partial alleviation of certain rating shortages.

Navy Enlistments Top Quota in February

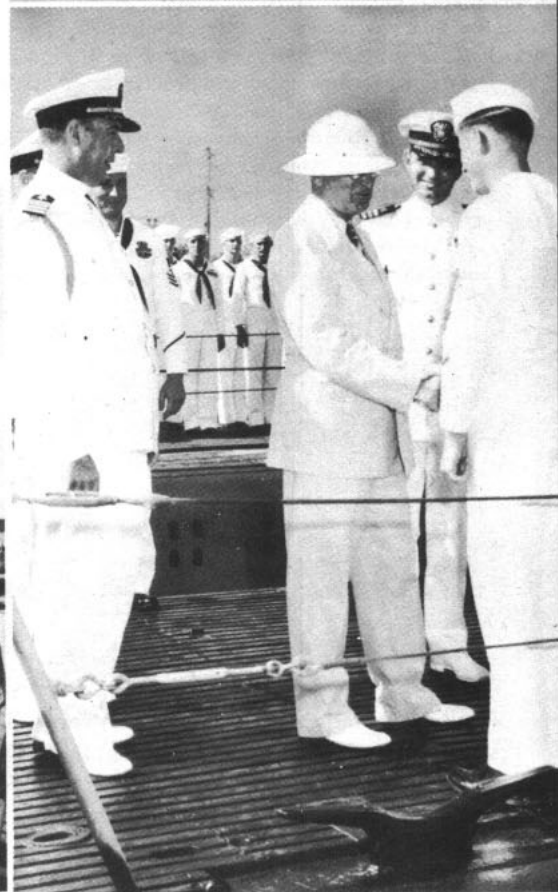
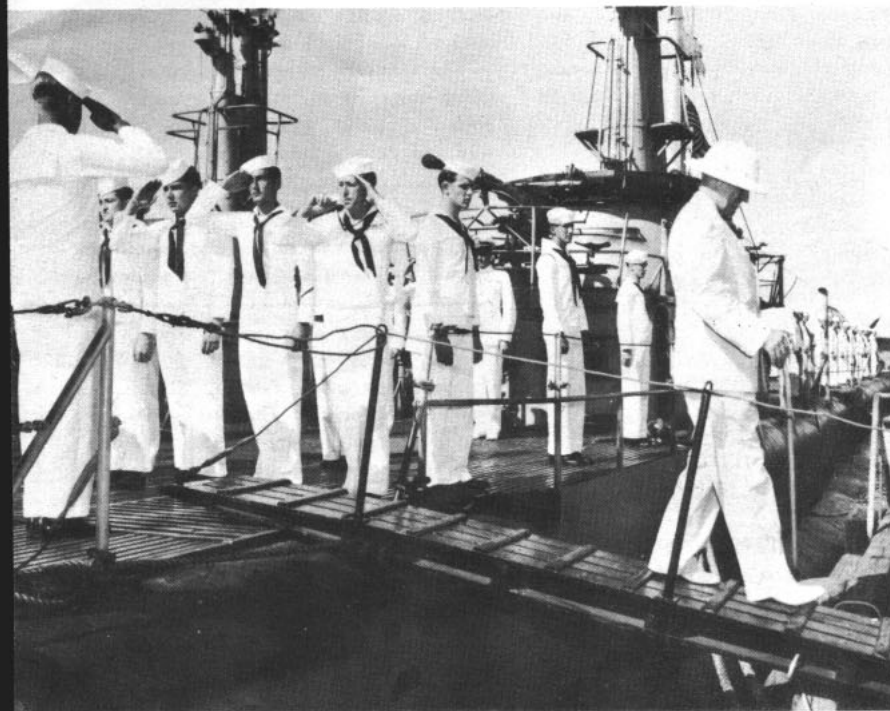
The Navy topped its goal of 15,000 enlistments and reenlistments during February by more than 1,500.

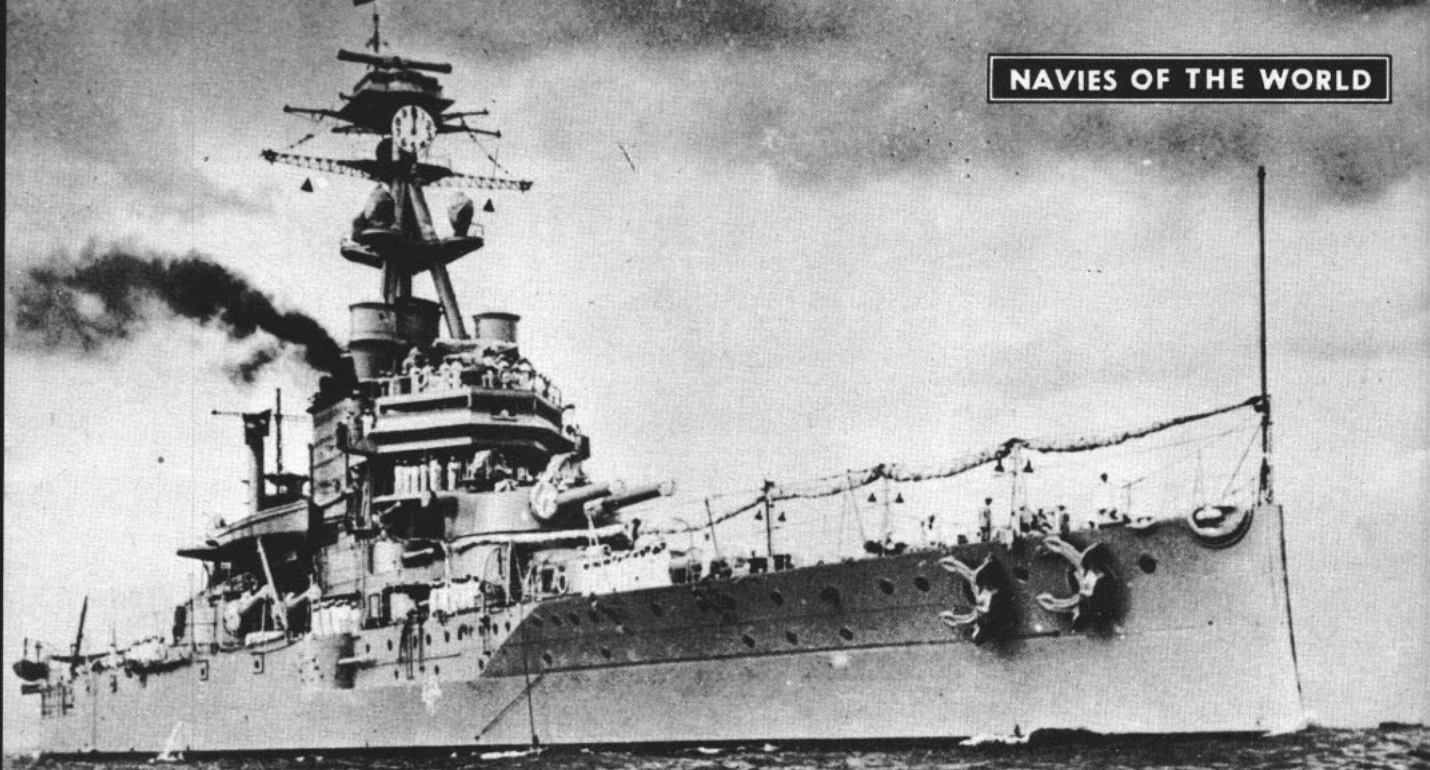
The total of 16,598 for the month included 11,540 enlistments and 5,058 reenlistments.



TOP INSPECTION

NAVAL FORCES in the Caribbean were inspected by President Truman during his vacation trip to area. Above Naval Base Band at Guantanamo Bay, Cuba, gets appraising eye of nattily attired President. Lower left: President leaves USS *Requin* (SSR481) at Key West, Fla. Lower right: Enlisted crew member receives a hearty hand shake as President pauses during his visit aboard the USS *Requin*.





MODERNIZED and refitted, the 19,200-ton battleship *Minas Gerais* is a highly important unit of modern Brazilian navy.

BRAZIL: SMALL, MODERN SHIPS

TO SAFEGUARD its progressive modern cities and its vast, incredibly rich land area, Brazil during World War II augmented its few ships with an impressive number of new ones.

Brazil, a country of almost 3,300,000 square miles, has always enjoyed the most amiable associations with her slightly smaller (in area) neighbor to the north—the United States. For many years an American naval mission has been main-

tained in Rio de Janeiro for the exchange of ideas with the Brazilian navy. Often in the past, and at present, Brazilian naval personnel have studied maritime subjects in this country.

During the last war Brazilian ships performed services in the South Atlantic that released a score or more U.S. ships for duty elsewhere.

Among the world's oldest battleships still in active service is the Brazilian

Minas Gerais. This 19,200-ton ship, built in Elswick, England, was completed in 1910. Its sister ship, *Sao Paulo*, completed the same year, was decommissioned recently.

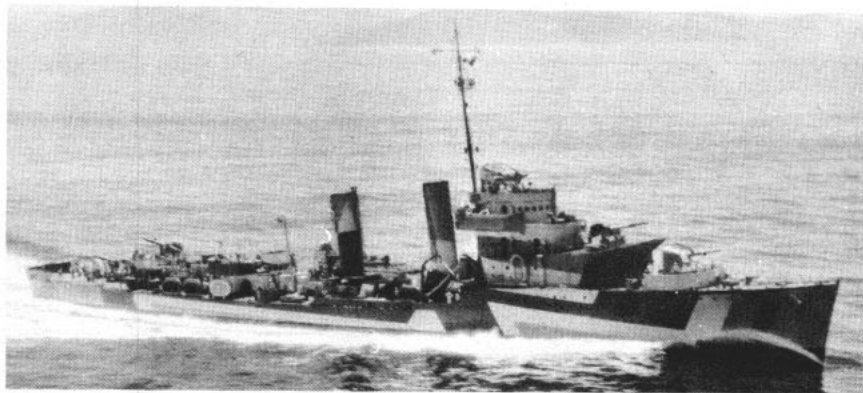
Minas Gerais, modernized and refitted from 1934 to 1939, is a highly important unit of Brazil's modern navy. Other figures on this ship follow:

- *Minas Gerais*—speed 21 knots (now oil-burning), main armament twelve 12-inch 45 caliber guns, fourteen 4.7-inch 50s and others, complement 1,087. The

(This is sixth in a series of ALL HANDS articles, prepared from nonclassified sources, concerning the navies of foreign powers today.)

ship was named after one of Brazil's important states.

Brazil has naval training schools in many coastal cities. The one at Para is also a merchant marine school. The country has national security training, usually entered by youths soon after their 16th birthday. While service in the navy is wholly voluntary, many young men choose that in lieu of the compulsory



DESIGN, materials for 1,500-ton destroyer *Greenhalgh* (above) and two other ships of class were provided by U.S. These vessels have a speed of 36.5 knots.

Army training. The compulsory military service is for a period of one year.

With the loss of the cruiser *Babia* in 1945 and the later decommissioning of the *Rio Grande do Sul* (both ships built in England in 1909-10), the Brazilian navy has become one primarily of small, modern, hard-hitting ships.

Called *contratorpedeiros* (anti-torpedoers) are eight ex-American DEs:

- *Barbitonga, Baependi, Bauru, Beberibe, Benevente, Bertioga, Bocaina, Bracui*—1,240 tons, speed 20 knots, main armament three 3-inch dual purpose guns, three 21-inch torpedo tubes. Built in 1943, transferred to Brazil the following year.

- *Greenhalgh, Marcilio Dias, Maris e Barros*—(destroyers) 1,500 tons, speed 36.5 knots, main armament five 5-inch 38s (American-built). These ships, of American design and material, were built in Rio and commissioned in 1943. They are named after Brazil's enlisted naval heroes.

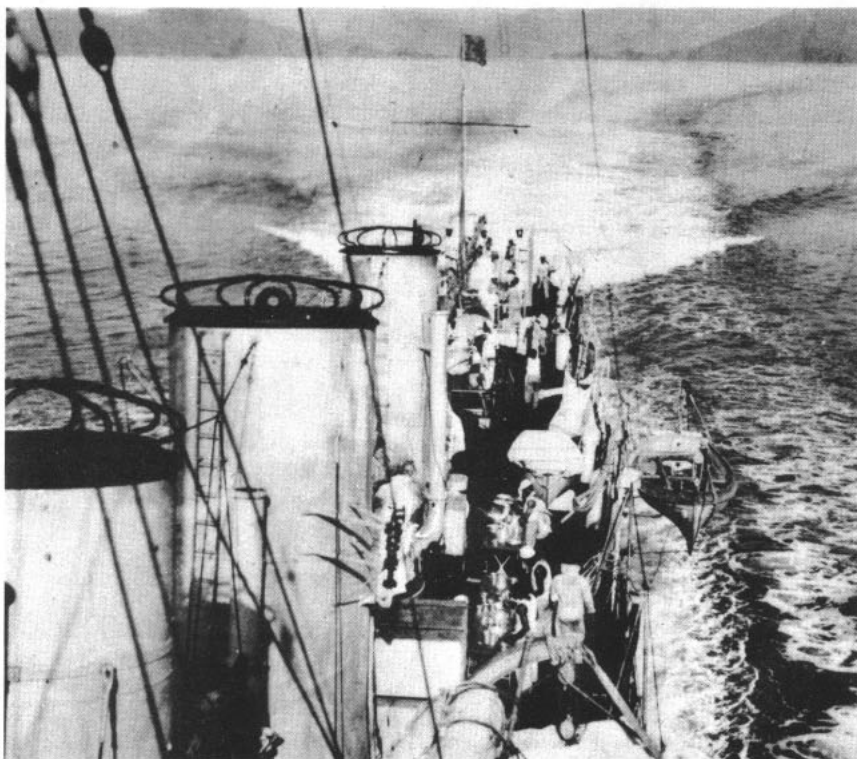
Building or completing at present are six destroyers of British design. The construction is taking place in Rio de Janeiro.

Submarines:

- *Tamoio, Tupi, Timbira*—615 tons surfaced; 853 tons submerged, speed 14 knots surfaced; 7.5 submerged, main armament six 21-inch torpedo tubes, one 3.9-inch 47 caliber gun. Built in Spezia, Italy; completed and delivered to Brazil in 1937.

- *Humaitá*—1,450 tons surfaced; 1,884 tons submerged, speed 18.5 knots surfaced; 10 knots submerged, main armament six 21-inch torpedo tubes, one 4.7-inch 45 caliber gun. Built in Italy and completed in 1927.

Twenty-two sub chasers, all of late de-



OLDER SHIPS like the decommissioned *Maranhao* (above) are being replaced by modern units. Six destroyers of British design now are under construction.

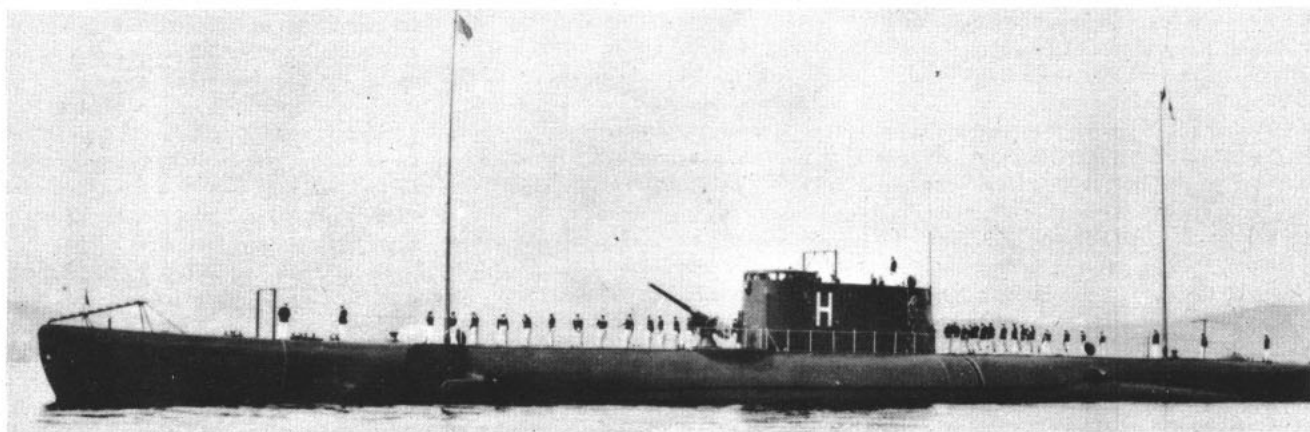
sign and displacing from 95 to 280 tons are included in the Brazilian navy. Of these, sixteen were acquired from the U.S. Navy and the others built in Brazil. Those Brazil-built are of wood, constructed to Canadian design.

Minelayers, survey ships, river monitors, river gunboats, lighthouse tenders, minesweepers and seagoing tugs round out Brazil's navy.

Of interest in this era of high-speed steam and diesel-powered ships is the

four-masted sailing vessel *Almirante Saldanha*. *Almirante Saldanha's* displacement is 3,325 tons, speed under auxiliary diesel power 11 knots (speed under sail not given). Its main armament is four 4-inch and one 3-inch guns, one 21-inch torpedo tube.

Almirante Saldanha was built in England in 1933. It is used as a training ship for midshipmen and cadets. Philadelphia Navy Yard played host to this ship in Dec. 1947.—H. O. Austin, MEC, USN.



LARGEST unit of the Brazilian undersea fleet of four submarines is the 1,450-ton *Humaitá*, completed in Italy in 1927.

WHO GOES WHERE AND WHY

EVER WONDER what happens to your request after it reaches BuPers—who wields the pen that writes “yes” or “no”?

Maybe your ideas on the internal functions of the bureau are somewhat similar to those of a fictitious Ensign Jones, who forwarded an official request for duty on board the new carrier *USS Flyaway*.

He mailed it with a philosophical no-harm-in-trying attitude. Shortly afterwards when orders to the requested duty were received, he was amazed. “What luck,” he exclaimed. “Never dreamed I’d get it. Someone in BuPers must have accidentally shoved my request in the machine that stamps ‘approved’ on chits.”

What actually happened when Ensign Jones’ request was processed in BuPers in no way resembles the mental picture he had formed of the bureau’s system of reviewing officers’ requests. He was selected for the duty, not by any process of pulling his name from a hat, but because his record indicated he was well fitted for the duty—because his qualifications had been carefully discussed by BuPers officials before making a decision.

Many naval personnel are unaware of the importance the Bureau of Naval Personnel places in selecting each individual officer to fill a particular billet. Some regard BuPers as a gigantic machine, impersonally stamping out orders without considering the personal desires of the individual as to where he would like to be stationed. Bureau records disagree with this opinion. A glance back through the files show that just prior to World War II approximately 90 per cent of all officers on active duty were serving at the location indicated on their data card or fitness report to be their first or second choice.

Assigning officers is just one of the tasks performed by the Officer Personnel Activity of the Bureau of Naval Personnel. This activity is one of BuPers’ major units, and is charged with the task of providing officer personnel to meet the needs of the entire Navy. It also has the job of developing and administering an equitable policy on officer promotion and discipline in such a manner as to maintain the morale of the Fleet and naval shore establishments.

The activity is made up of three divi-

sions and is headed by a senior captain with the title of director. These divisions are Officer Distribution, Officer Performance and Officer Procurement. Of the three, the Distribution Division is possibly the most important, since it has the job of rotating all active duty officers from billet to billet to meet the requirements of the forces afloat and ashore. The Distribution Division is organized into four major sections, the Distribution Control Section, Inactive Officer Section, Qualification Section and Service Section. These sections are broken down into units.

The Distribution Control Section is responsible for the assignment and detailing of all officers.

“We have a two-fold job here,” said the captain who heads this section. “We must fill billets of ships and stations with the best qualified personnel, keeping in mind training for future jobs and we must maintain the morale of the officers who fill those billets by placing them in the billet they desire, insofar as possible.

“In this section our organization is divided into two units, the rank desks and the type or placement desks,” he continued. “The rank desks, one for each officer rank in the Navy, assign each individual officer to a specific billet. The type desks work in cooperation with the rank desks and attempt to keep the complement of each ship and shore establishment filled.

“Assigning naval aviators and staff corps personnel is handled by rank desk liaison officers who confer with the respective bureaus in making selections for billets. However, for all line officers it is the rank desks officers who are the ‘controls’ and they decide which individual officer will go where. For example, the commander sitting at the ensign and lieutenant (junior grade) rank desk is responsible for assigning every ensign and lieutenant (junior grade) in the Navy to a particular billet.”

A duplicate card file on all officers in the Navy is maintained by the Distribution Control Section. These cards are named “control cards” and “pilot cards.” The control cards are kept by the type desks under the name of the ship or station the officer is serving aboard, and shifted to the new activity’s file whenever the officer has a change of duty. The card

EXAMPLE OF BUPERS HANDLING OF OFFICER'S REQUEST

DIAGRAM SHOWS CHANNEL THAT APPLICATION FOR POST-GRADUATE COURSE TRAVELS AFTER ENDORSED BY HIS COMMANDING OFFICER

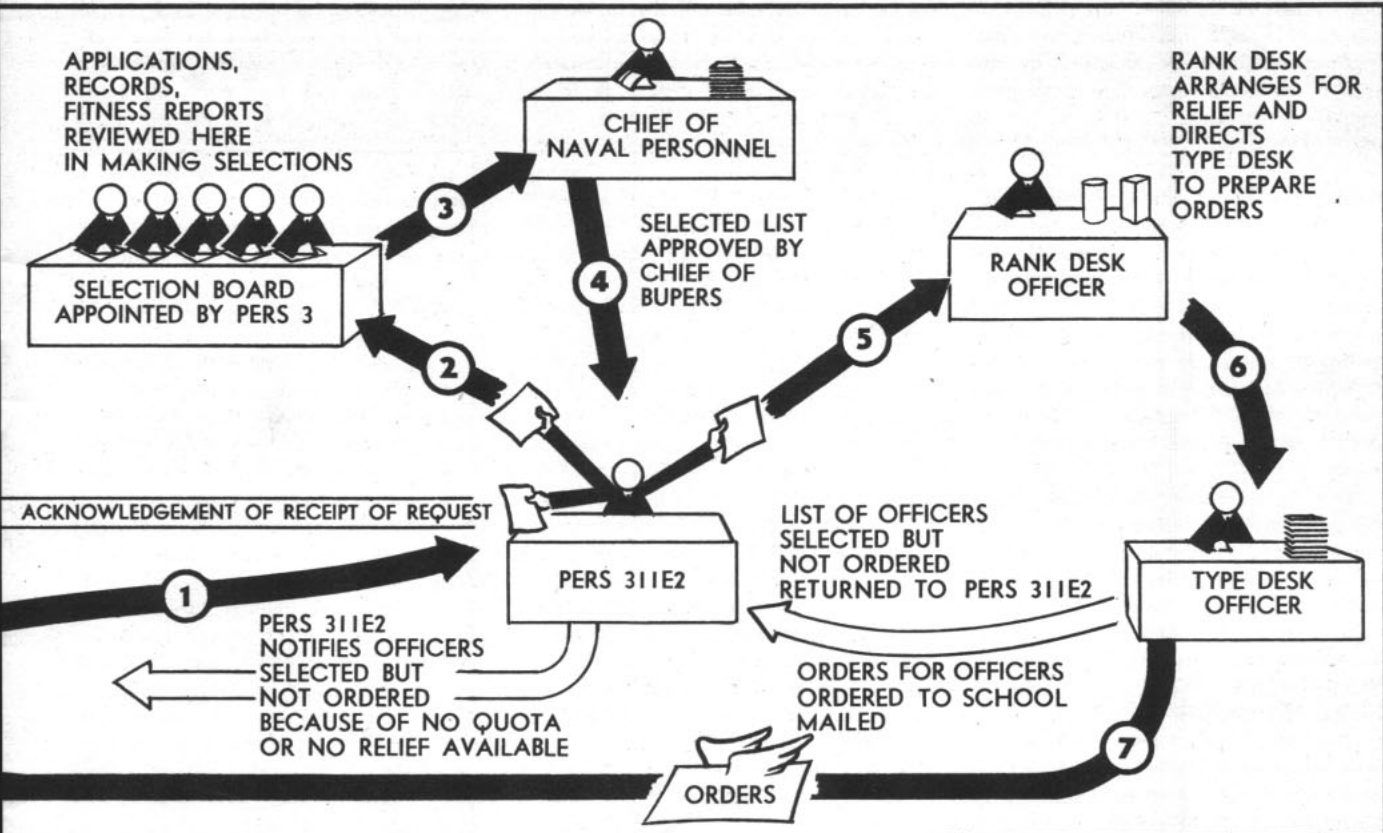


CHART by ALL HANDS artist illustrates

contains essential information about the officer, including a chronological listing of his duty stations. The pilot cards are filed alphabetically by rank and used by the rank desk to keep track of the officers in each grade. The officer’s data card (NavPers 340) is kept attached to his pilot card.

“The importance of the officer’s data card cannot be over-emphasized,” said a rank desk officer. “We use these cards constantly in making assignments. Officers are required to submit this form annually on 1 August and whenever changes occur. That means when an officer forwards a request for a type of duty not previously listed, or changes his mind about his next duty preference—not only first choice, but second and third choice as well—he should immediately fill out a new data card and mail it to BuPers.”

“Here is an example of why it’s important for an officer to keep his data card up to date,” he added. “Recently we had an open billet for an officer as assistant petroleum inspector at a choice location. The duty called for special knowledge not ordinarily required of naval officers. The BuPers Classification



one of the tremendously important functions of BuPers, selecting each individual officer to fill a particular Navy billet.

Activity sent up a list of officers' names who had had experience in this field. We checked through these officers' data cards and picked an officer for the job who had indicated duty of this type as a preference."

Many factors govern assignments. One of the toughest problems faced in making assignments is providing reliefs for the officers being detached. Sometimes moving one officer sets up a "chain reaction" resulting in four or five officers being shifted in order to get the one officer to a desired spot.

"In the near future we expect to order about 60 lieutenants to a general line school," said the director. "We have picked a list of about 100 officers who rate first consideration for the school, basing their eligibility priority on their length of sea service and other factors. Many of these officers are serving in responsible positions on ships and before we can detach them, reliefs must be provided. It may be impossible to get reliefs to the ships on which the 60 officers highest on the list are serving in time for them to be detached and reach the school by the convening date. This may mean

the first officer on the list will not be ordered to the school, and the 100th man will. Probably 150 or more officers will have to be shifted in order that the 60 we select may be sent to school.

"Another factor that must be considered is that one or more key officers may have recently been detached from the ship on which the line school candidate is serving, and removing him would seriously disrupt the ship's organization. In this case we would slate him for a future class and send an officer lower on the list who could be detached without placing a ship's efficiency in jeopardy."

The director stated that many young officers have difficulty understanding BuPers' policy in ordering only outstanding officers to isolated duty stations and rough-riding small craft.

"Some seem to think that assignment to such duty is a form of punishment," he said. "Actually, we pick the best officers available for these jobs because of the responsibility involved and because we feel that men serving at locations where conditions are none too pleasant should have the finest possible supervision."

The Distribution Control Section also controls the issuing of all temporary additional duty orders. An estimated 37,450 sets of officer's orders will be issued by the section during the present fiscal year, plus 12,200 sets for aviation placement and 13,000 orders for temporary additional duty. Each set of orders requires a definite amount of research and creates a volume of correspondence which must be handled by the respective rank and type desks. Estimating travel costs and travel claims incident to these orders is another responsibility of this section.

The development of policies for maintaining the Organized Reserve is one of the major tasks assigned to the Inactive Officer Section. This involves detailing 40,000 Reserve officers. It also has the job of processing and assigning Voluntary Reserve officers into the Organized Reserve. This section is now in the process of analyzing, tabulating and processing over 250,000 applications from officers desiring to switch from the Volunteer Reserve into the Organized Reserve.

Three hundred thousand officer qualification questionnaires and 90,000 fitness reports will be examined by the Qualifica-

tion Section of the Distribution Division during 1948. Each individual officer's past performance must be analyzed by this section and the information properly coded. At present the records of all officers involved in World War II are being reviewed, but the process is a continuing one because as each officer completes a tour of duty his record must again be scrutinized and recoded. The coded information is used by the Distribution Section and is one of the best guides to the intelligent and efficient detailing of officers. However, they estimate it will take over a year before the momentous job of completing a "first run" on all officers in the Navy will be completed.

The Service Section is responsible for the phrasing and writing of all officers orders. During 1948 an estimated 61,250 sets of orders, including modifications and corrections, will be written by this section. They also maintain a complete and current file on all officers. An information service within the section handles inquiries about orders.

The Officer Performance Division is organized in five major sections—promotions, discipline, retirements, uniform and correspondence. The division handles the promotion of officers, recommends and implements established standard promotion policies, makes recommendations pertaining to disciplinary matters, separations and retirements, reclassification of officers and controls uniform regulations.

The biggest job currently being handled by the Promotion Section is placing both

regular and Reserve officers in proper lineal position in order to establish promotion procedures. This process involves the development of a system to incorporate 350,000 to 400,000 names.

This section executes promotion and demotion policies, including nominations to flag rank, prepares EDO, AEDO and SDO designations; makes changes in classification such as line to staff and maintains precedence files on all officers of the Navy, integrating temporary and Reserve officers into this file. It also processes records of Fleet Reserves and retired officers for advancement to highest temporary rank held, promotes Reserve officers, and terminates temporary appointments as required for retirement and disciplinary action. This section is charged with issuing officers' commissions, and expects to deliver 350,000 during the coming fiscal year.

Reviewing general courts-martial, courts of inquiry and boards of investigation are some of the tasks performed by the Discipline Section. It also checks reports pertaining to marital disputes and indebtedness, issues letters of caution, admonition and reprimand, and reviews unsatisfactory fitness reports.

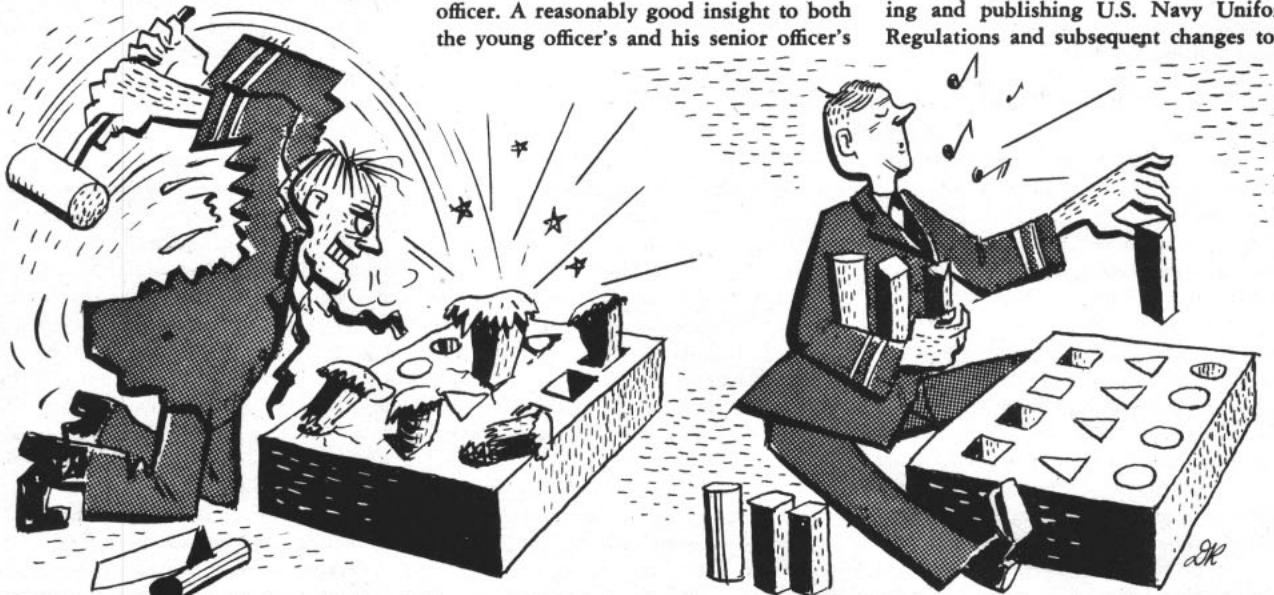
"When a young officer becomes involved for the first time in disciplinary action of a not too serious nature, BuPers does not, in a manner of speaking, 'blacklist' him," said the director of the Officer Personnel Activity. "Many things must be taken into consideration. Perhaps it resulted from a clash of personalities between the young man and his senior officer. A reasonably good insight to both the young officer's and his senior officer's

personalities can be obtained by a careful scrutiny of their records on file here. Perhaps his CO has a reputation for being a disciplinarian, and the young officer is having difficulty adjusting himself. In a case of this sort BuPers would endeavor to reassign him to an activity with a senior officer whose record shows him to have a contrasting personality to the young officer's former commanding officer.

"In another situation it may be that a young officer's skipper is inclined to be too lenient with him, and just the thing to straighten him out would be duty under an officer who leans towards running a 'taut ship.' The bureau constantly strives to match personalities on ships and stations, knowing where there is harmony among the officers—where there is a spirit of comradeship and mutual respect in the wardroom—it will permeate through the crew, making it a 'happy' as well as an efficient ship. Of course, we are not always successful in this respect, but indications are that we're improving our average."

The Retirement Section of the Performance Division, through liaison with the Office of the Judge Advocate General, various medical survey boards and retiring boards, has the responsibility of processing physical disability, voluntary and involuntary retirements. The work requires much exacting research and creates a heavy load of correspondence. During the fiscal year 1948 this section expects to review and take action on about 1,000 retirement cases.

Enforcing uniform regulations, preparing and publishing U.S. Navy Uniform Regulations and subsequent changes to it



CAREFUL placement of officers regarded as well-fitted for the duty insures having the job done by the right man.

are the principal tasks of the Uniform Section. The proposed uniform changes, if approved, will be issued to the Navy by this section.

The Correspondence Section of the division was established to handle the tremendous volume of correspondence which resulted from the demobilization program and the Veteran's Administration. Thousands of former servicemen write this section to obtain information about their military service which they now need in civilian life. Almost every public law which bears upon the military service or the Veteran's Administration brings a flood of letters. An estimated 60,000 letters will pour into this section during the execution of a single state's bonus plan.

Procuring and commissioning naval officers for the line and procuring regular Navy officers for the various staff corps are part of the duties of the Officer Procurement Division. This division administers the program of officer training, picking the young men who, if qualified, will eventually be commissioned in the regular Navy. The division is divided into two sections.

The Field Offices and Standards Section establishes rules for the procurement of officers for the regular Navy, Naval Reserve and officer candidate programs, administering 17 field offices. The Administration and Appointment Section processes all applications for direct appointments. This section administers the appointment of NROTC students and V-5 personnel under the Holloway Plan, and maintains liaison with the Merchant Marine for maintenance of their training program. It handles applications for commissioned rank submitted to BuPers, and writes commissions.

The Officer Personnel Activity is housed in the Navy Department Annex on a hill-top in Arlington, Va., overlooking the Potomac. Approximately 580 officers, enlisted personnel and civilians are assigned to the activity.

Great care is exercised in selecting officers for key spots in the activity. "Every officer working in this activity must take a personal interest in the officers with whom his work brings him in contact," said the director. "Only by convincing every officer in the Navy that this activity—the nerve center of officer personnel—is working for his welfare and that every reasonable assistance is being given him, can we maintain the degree of high morale and efficiency the Navy must have to operate effectively."



INSIDE cold room, ordnancemen load a .50-caliber machine-gun prior to firing tests. The Navy is seeking an all-purpose ordnance lubricant.

Navy's Exalted Order of Frosted Noses

It may be summer to most, but to a select group of Navy ordnancemen it doesn't make much difference. It's always cold to them. More than 66 degrees below zero, in fact.

They are the men who comprise the Navy's "Exalted Order of Frosted Noses." This exclusive set admits to its membership only those who enter the 70-below-zero chamber of the controlled temperature facility, Naval Proving Ground, Dahlgren, Va., where are tested guns, ammunition and ordnance accessories under the extremes of Arctic weather.

A year-round project, the Dahlgren facility manages to go to the other extreme, too, subjecting principally small arms to temperatures ranging to as high as 140 degrees.

But frigid conditions are what interest the Navy most. An all-purpose lubricant is being sought through these tests for such firing pieces as 20-mm and .50-caliber aircraft guns. The tests thus far have shown that lubricants now used in normal conditions become too stiff in extreme cold to operate efficiently.

The Dahlgren unit boasts of two cold temperature chambers, each capable of housing a 5-inch gun. Into these chambers go the ordnancemen protected with electrically heated special clothing and

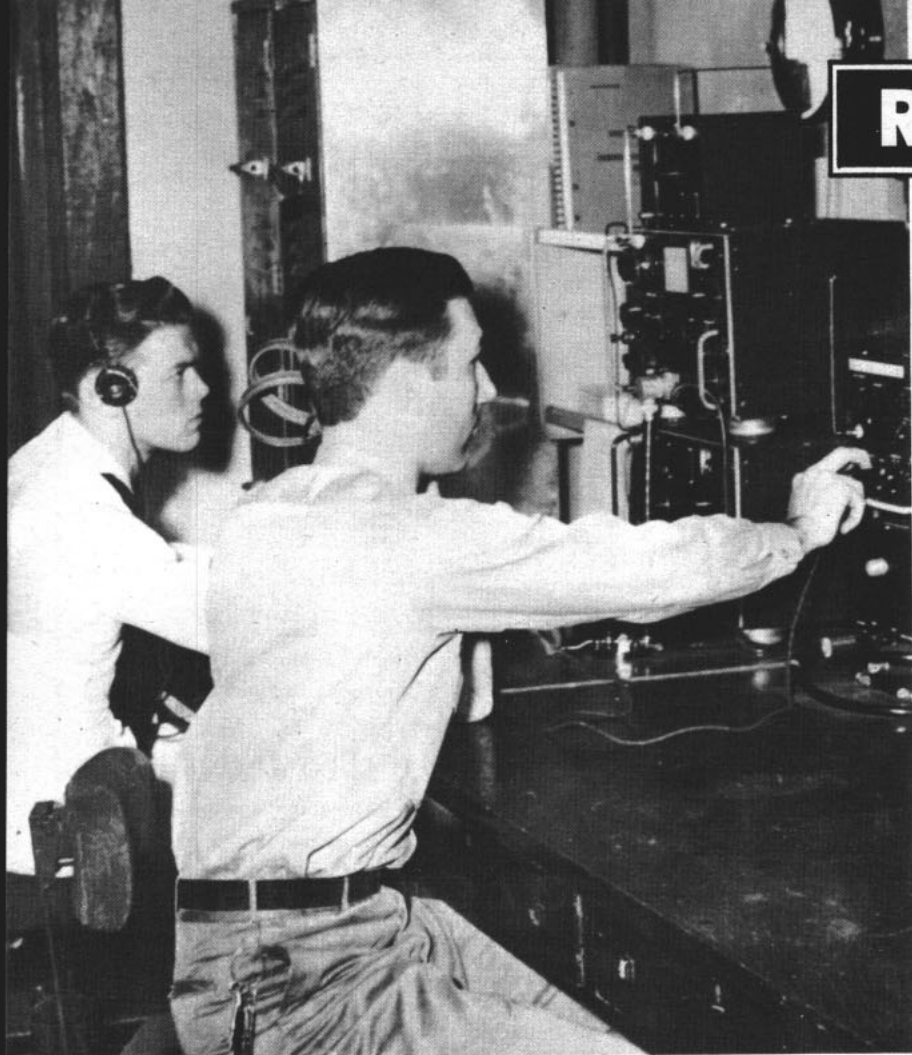
woolen face masks. While exposed to the cold the men make final adjustments.

In addition to experimentation of the effects of heat and cold on various weapons and accessories, tests are being conducted on the effect such weather conditions have on self-sealing gasoline tanks.



HEATED SUITS are uniform of day for sailors who test ordnance gear under sub-zero conditions of cold chamber.

READY FOR



NETWORK of Reserve radio units is invaluable in emergencies. Reservists stand levee watch (below) at Nashville, Tennessee, as river rises to flood stage.



IN CASE of emergency—"call your local Naval Reserve unit."

A hurricane has struck Warren, Ohio. Raging storms in Iowa, knocking over telephone poles and radio towers like tenpins, have disrupted communications and trains throughout the state are unable to move.

Ottumwa, Iowa, is witnessing the worst flood in its history.

Swollen rivers have inundated large sections of Columbia, Tenn., while hundreds of families cluster on the roofs of their homes, and a woman in the throes of childbirth awaits rescue.

Completely isolated by a blanket of ice, the city of Camden, Ark., is without contact with the outside world.

On Lake Michigan, the crew of a fishing vessel caught in the ice floes for several days has run out of food and medicine.

A million dollar cargo of automobiles on barges in the Ohio River has been abandoned in a slowly moving mass of ice.

A bridge on a branch of the Mississippi at Lafayette La., is crumbling before the rushing torrent of the river.

Raging forest fires all over New England are threatening to destroy whole towns and villages.

In each of these cases during the past several months, volunteers from local Naval Reserve units came to the rescue, working with the Red Cross, municipal emergency squads and fire fighters.

The word is getting around that the minute men of the Navy's shorebound alumni are ready and willing when a local emergency arises, whether it be a flood, hurricane, forest fire, communications failure—or an atomic bomb.

This isn't anything new to the Navy. From the time of its origin it has been subject to emergency calls wherever disaster has struck in the nation.

But with its new postwar Naval Reserve which now has an enrollment of more than 900,000, the Navy, while not essentially a land activity, has already demonstrated its value as a local home guard unit.

Nucleus of the naval home guard in the community is the Naval Reserve Training Center, of which 322 units will

DISASTER

be completed by 1950. More than half of these units, the total number of which will house approximately 764 divisions of the Organized Reserve as well as associated volunteer units, have already been officially established.

Located not only at coastal cities, the Navy's Reserve organization has spread throughout the country, from Woonsocket, R. I., to Vallejo, Calif. Reserve units will be able to play their role, in the event of disaster, in such communities as Tuscaloosa, Ala., Kalamazoo, Mich., Kenosha, Wis., Hannibal, Mo., and Albuquerque, N. M.

Linking the Navy even more closely with the home community is the rapidly growing network of Reserve radio station in NRTCs, and "ham" radio stations manned by Reservists amateurs, which will establish a nationwide chain of communications units on tap in the event of disaster.

In case of a crisis, ranging from a local fire to an enemy attack, this growing network may be called to duty and could take over the handling of government radio traffic. Control points, calls and procedures have been set up for this purpose. Emergency equipment and teams are being organized for all contingencies, operating under the Reserve's "disaster plan."

This spring emergency communications caravans of Reserve units moved out to the flood threatening Ohio, Mississippi and other rivers to set up temporary quarters. Consisting usually of semi-trailer vans, containing radio equipment and power units, the communication units were available for possible use in the areas threatened by the rivers.

The Reserve units cooperate with other emergency agencies in a coordinated aid program. In Michigan's Calhoun County, for example, emergency radio equipment belonging to the 73d division and maintained by the 43d electronic warfare company, has been offered to the Red Cross chapter in the event of floods, fires or other disasters. The equipment is sufficient to provide a complete communications network for the three counties in the Battle Creek area.

A freak storm this winter at Camden, Ark., which cut the city off from the



MOBILE radio units stand ready to speed to stricken areas to assist other emergency groups. These facilities have been offered local Red Cross chapters.

outside world for two days, dramatized the Reserve's ability to act in an emergency. Power lines were knocked out and traffic stopped. Public utilities, telephone and telegraph companies could not operate. The local Naval Reserve radio station at nearby Shumaker was the major communicating link for ice-bound Camden.

It passed on emergency messages and information for the local Red Cross chapter, the telephone company, telegraph offices, power and light agencies, and even acted as a news service for the city's newspaper. The Reservist volunteers manned their station day and night until communication could be resumed.

The Reserve radio network also came into action to serve the isolated city. Stations in Little Rock, Ark., and New Orleans, La., completed the chain, operating under the "emergency communications plan", relaying messages back and forth.

The job required setting up in record time a temporary power system, changing radio frequencies, checking and adjusting transmitting-receiving equipment while the messages were going through.

In Burlington, Iowa, Reservists again came to the rescue when severe sleet and snow storms threatened to disrupt the service of a railroad. Setting up emer-

gency radio equipment, members of Division 9-52 served as an information and liaison center, kept the trains rolling on schedule without danger of accident.

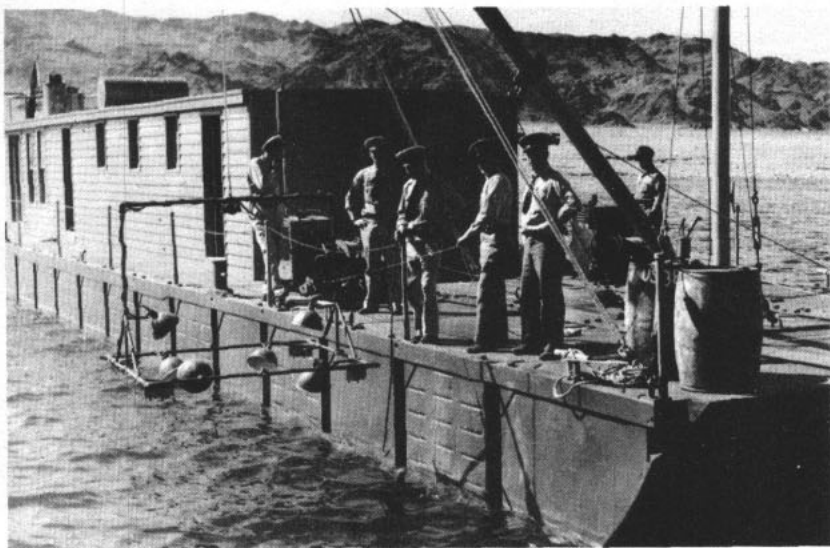
Serving as volunteer firemen, Reservists have made good use of their knowledge of damage control and fire-fighting, despite the fact that this training is primarily for shipboard emergencies.

When spreading forest fires swept through large sections of Maine, volunteers from Portland fought the roaring fury day and night along side of professional firemen until the conflagration was under control.

A valuable ally to the New York City Fire Department, the fire-fighting detail of Fort Schuyler's Organized Reserve Battalion also drew commendation from local citizen for their alertness and efficiency in putting out fires.

While no existing funds are available for the establishment of fire-fighting units in the Organized Reserve, units of the Volunteer Reserve are being activated all over the country, trained to operate the fire-fighting equipment on shipboard and ashore.

Reservist training in small boat handling has stood the home communities in good stead during floods. Utilizing amphibious ducks, landing craft and boats developed during the war which are



INLAND NAVY might be name of naval survey group conducting study of sedimentation at Lake Mead, formed by the backwater of Hoover Dam.

Divers Explore Largest Artificial Lake

Navy personnel are probing the bottom of the world's largest artificial lake with cameras, television and depth-sounding equipment to find out what the accumulation of silt and sand is doing to it.

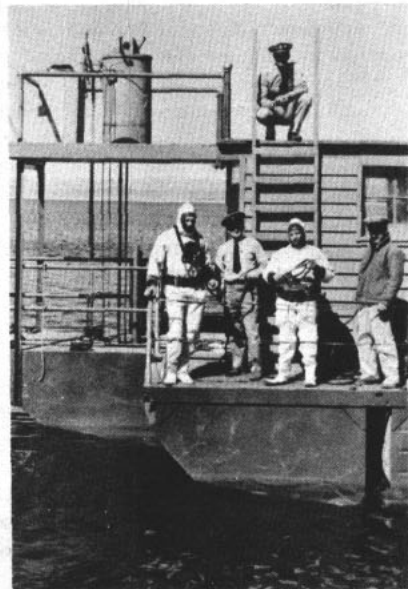
A fleet of small craft and a large self-propelled barge were transported 300 miles overland to Lake Mead, the

reservoir formed by backwater from Hoover Dam spreading the Colorado River over areas of Arizona and Nevada. These craft will be launched on the lake and used in the underwater research. A Navy lieutenant and six enlisted men, all expert divers as well as technicians, were assigned by BuOrd to work with the engineers and geologists of the Interior Department's Geological Survey and the Bureau of Reclamation.

Hoover Dam, largest in the country, supplies most of the electrical power to Los Angeles and other Southwest areas. The harnessed Colorado River drops most of its heavy load of sediment when it reaches the lake. Over the 12-year period the dam has been in operation this accumulation of sand and silt has slightly reduced the cavity of the lake, making less space available for water storage.

The information supplied by Navy divers and technicians will be used to determine how fast sediment is piling up on the floor of the lake and what can be done to cut down the accumulation.

The clear, deep waters of the lake will also give the Navy an opportunity to test new types of oceanographic and hydrographic equipment. An estimated 10 months will be needed to complete the survey.



GOING DOWN—Divers of the Navy survey party prepare to examine bottom of world's largest artificial lake.

capable of negotiating shallow water, Reservists units have established emergency squads for patrol and rescue work in flooded areas.

When Ottumwa, Iowa, was swept by the worst flood in its history Reservists worked shifts varying from 18 to 36 hours and rescued 250 stranded people, in addition to building levees, patrolling flooded areas, and sealing breaks with sandbags. The same services were provided for Des Moines and Waterloo, Iowa, when these two cities were down in the muck during the flood period.

This year, as the Ohio and Mississippi Rivers and their tributaries rose to record heights, found the Naval Reserve ready. Volunteers, cooperating with the Red Cross in Nashville and Columbia, Tenn., and Greenwood, Miss., carried medicines, food and more than 2,000 gallons of milk to otherwise inaccessible areas.

Specially equipped to rescue persons stranded by river floodwaters, picket boats have been provided with ship-to-shore communications so that they can give and receive instructions and maintain contact with local NRTCs.

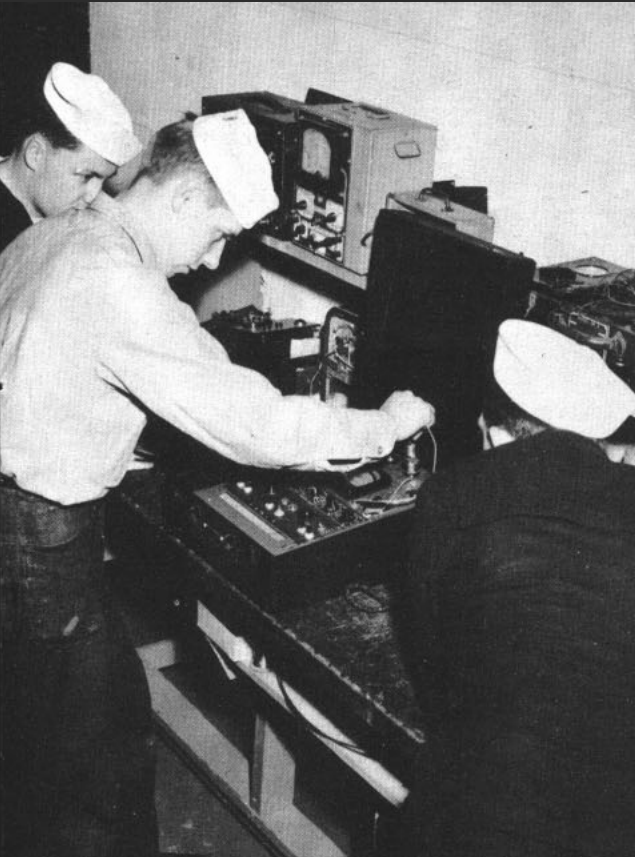
A frantic telephone call was received by the Columbia Reserve unit from a prospective father whose home was inundated by flood water of the Duck River. In record time Reservists, manning an amphibious duck, located a doctor and chauffeured him through the flood in time to deliver the baby, whom the grateful parents plan to groom as a potential Navy recruit.

With the authorization of 240 volunteer medical divisions, the Reserve plans to establish units at medical centers and educational institutions for training.

In addition to the work of volunteer medical units which are now being activated, all members of the Naval Reserve are trained in first aid work, enabling them to assist in emergencies such as the Texas City disaster last year, when Reservists crews saved countless lives in the burning city.

When a tornado struck Warren, Ohio, later on in the year, members of Reserve division 9-203 worked for four days without rest, carrying casualties, aiding survivors and clearing debris.

Members of the Reserve receive no pay, of course, for their work in these crises. They are proud of their growing record of rescue performances and local aid, and their reputation for serving the American people on land as well as sea.



RESERVE READINESS

NAVY SKILLS are kept in tune by Organized Surface Division 3-69, New Rochelle, N. Y. Above: Electronic gear is tested (left); radioman delivers a message (at right). Below: .22-cal. target practice (left); radio drill (right).





WIND AND WATER ON RAMPAGE

FOUR TYPHOONS, varying in intensity from 60 to 110 knots, have lashed little Yap Island in the Western Carolines, since last November, changing the once beautiful tropical island into a scene of devastation.

Naval personnel assigned to the staff of the Civil Administrator of the Yap District, Commander R. W. Kenney, USNR, and their dependents huddled in four concrete huts, built by the Japanese, while the furious rain, wind and tidal waves destroyed most of the buildings on the island. None of the Americans was injured.

The first storm struck the island on 2 Nov 1947 with terrific force, flattening power lines, warehouses, the native restaurant, native trade store, Navy and native dispensaries, and filled the air with flying tin ripped from quonset huts. An emergency call was sent to Guam for assistance in repairing smashed houses and facilities and for food. Red Cross aid was requested.

Two relief planes arrived two days later followed by a relief ship and all hands went to work trying to repair the battered facilities. However, while still clearing away the debris, word was received by radio of another tropical disturbance headed in their direction. The Palau Islands received the brunt of this storm, but 60-knot winds and high seas

hit Yap on 13 November, doing considerable damage to already weakened bridges and causeways. Other damage was comparatively light, but the wind and rain whipped across the island for four days without letup, discouraging any attempts to begin repair work. "Typhoon jitters" began to appear among the naval personnel's dependents, but fortunately never reached an epidemic stage. Several naval personnel and one native were commended by the Civil Administrator for outstanding acts of courage and endurance.

Two days before Christmas, storm warnings started coming in again, and by that night another typhoon was bearing down on the island. The station ship was ordered to get underway for Guam on a course to avoid the typhoon track. Between 2200 and midnight the barometer fell rapidly and high winds and angry seas raged down on the island settlement. Shortly after midnight the storm reached the height of its fury, with winds ranging between 80 and 100 knots. For the third time all the power lines were

smashed flat on the ground by the sheer power of the wind.

The station ship, even with an eight-hour start, was swept to the southwest and landed high and dry 100 yards up on a reef three miles north of the entrance to Yaptown (Tomil) Harbor. When daylight finally arrived the vessel was visible from the village, but they were unable to render any assistance for two days because of foul weather and heavy seas. Later the ship's heavy equipment was jettisoned and a sea-going tug pulled her free of the reef.

By this time native housing and food supplies had taken a beating. The landscape of Yap was beginning to look like a prairie. A total of 450 native houses had been destroyed in the first typhoon alone and 650 others had been severely damaged. The second typhoon only ruined a few houses, but the third storm was practically a repeat performance of the first. A thousand sheets of tin for roofing had been distributed after the first typhoon, and the third avalanche of wind and water ripped most of them off again.

Although there was not much rain accompanying the third storm, the wind had picked up a lot of salt water and forced it inland, killing much of the vegetation. At first they believed the force of the wind had seared the trees and brush as most of the plant life looked

Naval Personnel on Yap Saved from Typhoons By Jap Concrete Huts



brown and dead, but it was later discovered to have been caused by salt water. The prolific Yap banana and papaya were almost completely destroyed and will remain scarce for about a year. Breadfruit will be very scarce for three years and will not become sufficient for local needs for about five years .

Prior to the 1947 storms, Yap had last been hit by typhoons in 1925 and 1934, and after having three in less than two months, the people felt that surely that would be all for awhile. They started to work in earnest repairing and rebuilding. However, just as they were getting things cleared away and wobbly buildings propped up for temporary use while erecting something sturdier, on 14 January the skies darkened again and the worst typhoon of all came roaring down on them.

For 15 hours winds ranging from 90 to 110 knots lashed the island, making twisted masses of metal out of telephone poles made of one-half inch by four inch steel angles. All small boats were swamped and channel buoys swept away. One wash out in a main road was 30 feet wide and 20 feet deep. Two of the remaining three warehouses were damaged beyond repair. Nine of the ten native schools and 95 per cent of the native housing were totally destroyed. There was appalling devastation of vegetation, plant foods, poultry and livestock. The Island Trading Company, main source of supply for the natives, suffered a loss of \$40,000.

Two tidal waves followed in the wake of the storm, striking Yap on successive days after the typhoon, with 10 feet of

green water swamping the low areas of the island. The warning roar of the water was heard by most of the islanders about five o'clock in the morning, and they hurriedly dressed and took to higher ground. Taro pits on the coast and west side of the island filled with salt water during the inundations, and a serious food shortage is inevitable when decay sets in. However, the Navy Department has already allotted \$150,000 for reconstruction of civilian buildings, including native schools and meeting houses and for feeding the native population until a normal supply of native food becomes available.

Naval personnel on Yap stated they found the concrete structures erected by the Japanese superior to quonsets in withstanding the tropical storms. "We are thankful to American bombers who left four concrete houses and school partly undamaged so that we could repair them," said Commander Kenney. "It was in these concrete houses that all our American personnel and dependents, plus a few natives who were fortunate enough to get there in time, huddled for safety. These typhoons have been an experience that none of us on Yap care to repeat.

"Ordinarily, the climate on Yap can be described as delightful," the commander remarked. "Although the island is quite near the equator, neither heat nor rainfall is excessive. There are very few days without a good breeze. In general, the winds are constant and steady. Even at its worst, the weather on Yap is by no means comparable to the humid, sultry weather en-

dured during the summer on the east coast and in the U.S. midwest.

There are 80 Americans living on Yap, with 11 officers and 37 enlisted men assigned to the staff of the Civil Administrator of the Yap District of the Western Caroline Islands, with headquarters on Yap Island. The Navy first took over the administration of Yap on 16 Sept 1945, with a naval officer being assigned to administer the island's affairs under the military government system. Since 18 July 1947 a naval officer, with a staff of naval personnel, has been assigned to the island as Civil Administrator.

There are about 2,700 Carolinians and 200 Chamorros on Yap. The natives are congenial, cooperative, good-natured with a keen sense of humor, and, according to Commander Kenney, "working with them is a pleasant, never-to-be-forgotten experience."

The Yapmen were one of the first people of Micronesia to establish their own system of currency. There is no rock on Yap except a type of shale that crumbles to dust when dug from the ground, and big rocks and stones were brought by canoe from Palau and used as a medium of exchange. Holes were punched in the larger stones so that a log could be pushed through it, and the rock balanced between two canoes. Even today the natives are reluctant to use any other currency. Down through the years they have seen Spanish, German and Japanese moneys suddenly become worthless. Philosophically they stick to their big "rock cartwheels."



LETTERS TO THE EDITOR

Eyes Right

SIR: Does the Navy plan to issue contact lenses to personnel wearing or in need of glasses?—C.P.R., FN, USN.

• *No. The Navy will examine service personnel for contact lenses where facilities are available but the individual must buy them from civilian sources. The lenses are individually fitted and each is made from a single piece of moulded plastic which fits over the eyeball. A special solution must be worn with the lenses and the maximum time they can be worn is from four to five hours.*—Ed.

Retirement, Longevity Pay

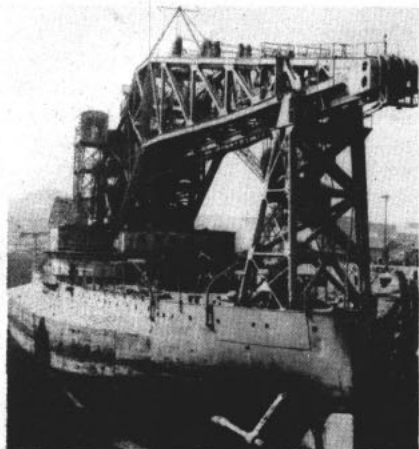
SIR: After serving 24 months as an enlisted man I received my appointment as a midshipman in the NROTC. How much time will I have accumulated for purpose of retirement and longevity pay?—E. F. L., MIDN, USNR.

• *Time spent on active duty while in an enlisted status counts toward both retirement and longevity pay. Inactive enlisted service counts in the computation of longevity pay.*—Ed.

5-Year Enlistments

SIR: Has it been possible to enlist in the Navy for a period of five years since 1 Jan 1945?—D.D.B., Y3, USN.

• *No. Since 1941, statutory provisions have permitted only enlistments of 2, 3, 4 or 6 years, or minority cruises. There has been no statutory provision for a five-year enlistment since 1899.*—Ed.



EX-USS KEARSARGE — Proud battlewagon now does duty as a crane ship.

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes: no private reply will be made.

Order of Ribbons

SIR: In what order should the following ribbons be worn: Good Conduct, American Area, American Defense, Asiatic-Pacific, Philippine Liberation, World War II Victory, Navy Occupation Service and China Service extension?—A.G. K., CBM, USN.

• *The ribbons listed above should be worn in the following order: (1) Good Conduct, (2) American Defense, (3) American Area, (4) Asiatic-Pacific, (5) World War II Victory (China Service Medal should follow World War II Victory or Navy Occupation Service, depending upon which was earned first), (6) Navy Occupation Service, and (7) Philippine Liberation. For complete information governing the issuance and wearing of awards see ALL HANDS, July 1947, pages 27-37.*—Ed.

Advancement to 1A

SIR: When the complement for a ship calls for one CY, and none is on board, is there some method whereby a yeoman may be advanced to such rating, other than in accordance with BuPers Circ. Ltr. 191-46, provided that qualifications such as quarterly marks and time in rating, are met for such an advancement?—L. L., Y1, USN.

• *No. All advancements to pay grade 1A are based on periodic service-wide competitive examinations.*—Ed.

Battlewagon Kearsarge

SIR: As a Navy man I am interested in the old battlewagon USS Kearsarge. Could you tell me where she was built and what happened to her after 1919?—J. J. J., RM1, USN.

• *USS Kearsarge was built at Newport News, Va., in 1895. She was officially known as Coast Battleship 5. In the latter part of 1920, Kearsarge was converted to Craneship 1, at Philadelphia, Pa., and at present is on the West Coast.*—Ed.

First New Jersey

SIR: Can you give me any information on the old battlewagon *New Jersey*. I would like to know when she was commissioned, decommissioned and any other information you might have.—F. E. A., LT, USN (Ret).

• *The first USS New Jersey (BB 16) was commissioned in 1906 and was placed in a reserve status in 1910. Reactivated, she participated in the Battle of Vera Cruz in 1914 and during World War I she was used as a training ship. She was stricken from the Navy list 12 July 1922, under the Washington Armament Treaty and was used as a target ship for Army bombers which sank her off Hampton Roads, Va., on 5 Sept 1923.*—Ed.

Active Service for Hashmark

SIR: If a man had served three years in the USN (SV) and then joined Naval Reserve Class O-1 for 17 months, after which he enlisted in the regular Navy, is he entitled to wear a hashmark?—W. J. F., Y3, USN.

• *Yes. Organized Reserve time counts for a hashmark.*—Ed.

Hyman Crewmen Form Group

Former crew members of the destroyer USS *Hyman* are forming a USS *Hyman* (DD 732) Association aimed at maintaining the good fellowship that existed among its personnel.

The organization also plans to establish a 20-year endowment or educational life insurance policy for the children of the men who lost their lives on board *Hyman* on 6 Apr 1945, when the vessel shot down five kamikazes off Okinawa but suffered extensive damage and fires when a sixth succeeded in crashing the ship.

Other aims call for publishing a monthly paper containing news of active and discharged personnel and holding a reunion somewhere on the East Coast in the near future.

Former crew members whose names are not at present on the organization's roster may contact the following officials:

- Francis T. Brophy, 736 7th Avenue, River Edge, N. J.
- Mario L. Besso, 315 Montgomery St., San Francisco 4, Calif.
- Otto C. Krohn, 71 Walnut Avenue, Floral Park, N. Y.

96th Seabees

SIR: I would like to know if the 96th Seabees are still on active duty. I was detached from the 96th at Tsingtao, China, in December 1945.—R. A. F., Y2, USNR.

• *The 96th Seabees were inactivated 10 Aug 1946 at Tsingtao, China.*—ED.

POW Benefits

SIR: I received an honorable discharge from the Navy after spending some time as a POW. I plan to reenlist and would like to know what benefits I would receive as to rating and shore duty.—R. W. J., BM3, USNR.

• *Contact your nearest Navy recruiting office for information about the rating you may receive upon reenlisting. You are not entitled to shore duty unless you have completed the necessary time at sea and there is a vacancy ashore.*—ED.

Auman in Reserve

SIR: I would like some information concerning the present whereabouts of USS *Joseph M. Auman* (APD 117). Where could I get a picture of this ship?—C. J. R., SN, USNR.

• *USS Joseph M. Auman (APD 117) is out of commission and in the Reserve Fleet at Green Cove Springs, Fla. For information on pictures of this ship write Public Information Division, Photographic Library, Room 0126, Navy Department, Washington 25, D.C.*—ED.

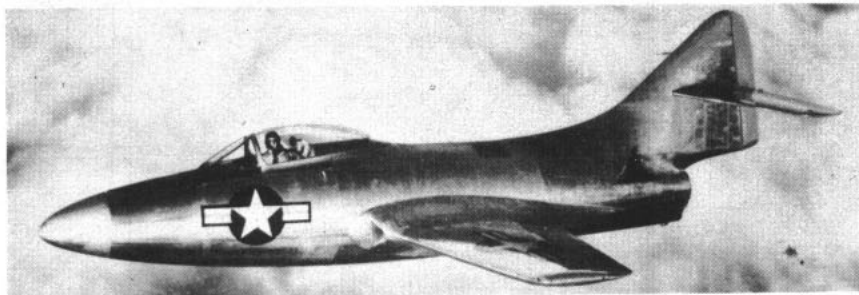
Awards to Irwin Men

SIR: Although I have read ALL HANDS from cover to cover for some time, I have never seen an account of what I believe the largest mass decoration on a small ship. In February 1945, Rear Admiral W. L. Ainsworth, USN, then ComDesCruPac, came aboard USS *Irwin* (DD 794) at Pearl Harbor and awarded the Navy and Marine Corps Medal to three officers and 29 men for their rescue from the water of USS *Princeton* personnel on 24 Oct 1944.

This group of swimmers, specially trained by the exec of *Irwin*, unhesitatingly dove in time after time to pull *Princeton* personnel, some of them on the verge of drowning, on board *Irwin*. A rough count later showed that approximately 120 were saved from a watery grave.

Of the survivors brought on board, approximately 20 required artificial resuscitation and two were worked on for more than an hour. The final result was that all pulled through.—D. B. M., CAPT, USNR.

• *Awards to Irwin's men for this action were covered individually in several issues of ALL HANDS; therefore, an article concerning the entire group of awards was not carried.*—ED.



PANTHER—Navy jet job, when in flight it resembles Roman candle with wings.

Panther Faster Plane

SIR: Every time that I get in an argument about the Navy's new jet jobs, Phantom and Panther, I get their names confused. Which of the two is the newer and which is the faster?—T. W., CSC, USNR.

• *The Panther (F9F), built by Grumman, is newer and faster than the Phantom. The Panther was built for a carrier-based fighter. Its jet engine will push it through space at 600 miles per hour.*—ED.

You Don't Salute in Car

SIR: What is the correct procedure for saluting the colors when riding in a vehicle?—D. V. C., CSM, USN.

• *It is anticipated that the revised Navy Regulations, when published, will provide that during colors a vehicle shall be stopped when within sight or bearing of the ceremony and that persons in the vehicle shall remain seated and shall not salute.*—ED.

Dope on F4B-4

SIR: Did the F4B-4 have synchronized .30 caliber machine guns mounted externally of the fuselage and was the rear section of the fuselage skin partially corrugated?—J. L. W., AOC, USN.

• *No. The F4B-4 (now obsolete) had two .30-caliber machine guns, but they were mounted inside the cockpit. The horizontal and vertical stabilizers were corrugated, but the fuselage tail itself was not.*—ED.

Dependents on Guam

SIR: If an officer is ordered to a ship based at Guam, is he allowed to take his dependents along? If so, where can information regarding such travel be obtained?—E. E. D., ENS, USN.

• *No, not unless your ship's home port is Guam. If so, you may file an application through the proper channels to your area commander. If approved, it will be forwarded to Com 12 where arrangements for type of transportation, date of departure and notification of dependents will be made.*—ED.

Sick or Sea Pay

SIR: I was a patient at the Naval Hospital in Portsmouth, Va., for 10 weeks and upon being released I was sent back to my ship. My orders to the hospital read "For Treatment." BuSandA Manual says a man is entitled to sea pay while sick in the hospital if not detached from sea duty. Was I in a sea duty status and am I entitled to sea pay for the time I spent in the hospital?—J. G., CTM, USN.

• *No. Entry on page 9 of your service record indicates you were transferred to the Naval Hospital, Portsmouth, Va., on 8 Sept 1947. This constitutes a detachment from sea duty for pay purposes. Therefore, sea pay stopped on 8 Sept 1947, and commenced again on the date you returned on board.*—ED.

Served with Marines

SIR: I served with the 2d Battalion 9th Marine Regiment, 3d Marine Division from 7 Feb 1944 to 1 Oct 1944 and participated in the retaking of Guam with that unit. Did they receive the Presidential Unit Citation for this action?—L. A. H., CPHM, USN.

• *Yes. You rate the PUC and your name is on the eligibility list at BuPers. The award will be forwarded.*—ED.

No Star for Sunk Ships

SIR: Are crew members of a ship which was sunk in action with the enemy entitled to wear a silver star? What awards did USS *Houston* (CA 30) receive for its action against the enemy on 31 Mar 1942, in the Java Sea?—J. W. K., BMC, USN.

• *USS Houston (CA 30) was awarded the Presidential Unit Citation for the period 7 Dec 1941 to 28 Feb 1942. She was also awarded two battle stars for service in the Philippine Islands operation, 8 Dec 1941 to 1 Mar 1942, and Netherlands East Indies operation (Java Sea) on 27 Feb 1942.*

There is no authorization which entitles a man to wear a silver star when a ship in which he is serving is sunk in action.—ED.

Medical Care

SIR: (1) Is the divorced wife of a member of the naval service eligible for naval medical care? (2) Are the children of the divorced couple eligible?—J. T. M., SA, USN.

• (1) *A lawful wife of a member of the naval service is entitled to Navy medical service until the court having jurisdiction of the matter orders the marriage dissolved and the required period imposed by the laws of the state has elapsed so that the divorce has become final.*

The above is especially applicable to the State of California and authorizes medical care for the lawful wife during the one-year period where the decree is interlocutory until the decree becomes final.

(2) *Children of naval personnel are entitled to naval medical care regardless of the status of the parents as long as the children are (a) unmarried, and (b) under 21 years of age.*

This allows children of divorced parents to receive naval medical care as long as one parent remains in the naval service and continues to support the children either voluntarily or by court decree.—Ed.

What Alcom Means

SIR: What is the correct long title for the abbreviation Alcom?—E. J. A., CRM, USN.

• *The correct title for Alcom is All Commands.—Ed.*

Time on 20 Years

SIR: I enlisted on a minority cruise on 7 Mar 1930 and received my discharge on 26 May 1933. I immediately extended for two years and was again discharged on 26 May 1935. At this time I shipped over for four years. I was paid off on 18 April 1939, slightly more than a month ahead of time for the convenience of the government. After staying out 90 days I again reenlisted on a four year cruise. This was involuntarily extended due to the war and I didn't receive my discharge until 30 June 1946. On 4 Sept 1946 I reenlisted for another four years. How much time do I have for transfer to the Fleet Reserve with 20 years' credit?—V. C. F., CMM, USN.

• *On 20 Feb 1948 you have a total of 17 years, five months and 22 days service for transfer to Class F-6, Fleet Reserve. A minority enlistment doesn't count as a full four year enlistment for transfer to Class F-6 Fleet Reserve.—Ed.*

Souvenir Cruise Books

Ships' souvenir cruise books are needed for official purposes by the Ships Data Section, Office of Public Relations, Navy Department. If your present or former ship published such a book, please notify this address and give information as to where your ship's book can be obtained: Ships Data Section (Room 1221), Office of Public Relations, Navy Department, Washington 25, D. C.

Briareus in Reserve

SIR: I served on USS *Briareus* (AR 12) and would appreciate it if you could tell me when and where she was commissioned. Also where she is at the present time.—E.J.T., S1, USN.

• *USS Briareus (AR 12) ex-Hawaiian Planter, was converted to a Navy repair ship at Brooklyn, N. Y. She was placed in commission on 15 Nov 1943 and was decommissioned on 15 Feb 1946. She is part of the Atlantic Reserve fleet based at Norfolk, Va.—Ed.*

Option 1 or 2?

SIR: In regard to transfer to the Fleet Reserve on 20 years, could a more detailed example be published showing the advantages of Option 1 or 2 in regard to a CPO who held temporary chief warrant, showing what he will draw on retirement and how his pay will be computed under each option? Would service of 20 years and 11 months be counted as 21 years for longevity, for purpose of transfer to the Fleet Reserve?—G.V.C., CWT, USN.

• *After completion of 20 years' active service and subsequent transfer to the Fleet Reserve, Class F-6, if Option 1 is elected you would receive one-half of base pay or \$82.50. After transfer from the Fleet Reserve to the retired list in the highest rank satisfactorily held on or before 30 June 1946 as determined by Sec-Nav, your pay would be computed under the same law but based upon the pay of the highest rank held (i.e. one-half of base pay, plus all permanent additions, of a chief warrant) or approximately \$168.*

Under Option 2, Fleet Reserve pay after 20 years' active Federal service would be \$107.25, and after being advanced on the retired list as outlined above, your retired pay would be computed in the same manner as your Fleet Reserve pay but based upon the highest rank held (i.e. 2½ per cent of base and longevity pay of a chief warrant, multiplied by the number of years of active Federal service) or approximately \$136.50. Yes, 20 years and six months counts as 21 for longevity.—Ed.

Transfer to CEC

SIR: In January 1948 issue of ALL HANDS you state the need for Civil Engineering Corps personnel. I would like to know if this applies to enlisted personnel as well as officers. I have had four years' practical experience as a civil engineer's aide and would like to transfer to CEC if possible.—F. J. D., S1, USN.

• *The January article applied to officers only. However, if you hold an engineering degree and meet the following requirements you may apply for a commission in CEC. You must be a college graduate and have three years professional experience in engineering or active military experience in that line. Also you must be not less than 22 and not more than 29 years and 4 months of age at time of application. See BuPers Circ. Ltr. 247-46 (ASESL, July-Dec 1946) and Circ. Ltr. 28-47 (ASESL, Jan-June 1947) for complete information.—Ed.*

Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order.

ALL HANDS has no information on souvenir books published by any command, except those notices which have appeared in this space since March, 1946.

BuPers is in receipt of numerous requests for information on books published by various commands. It is therefore requested that COs and OinCs having knowledge of souvenir books, announcements for which have not appeared in this space, notify BuPers (Attn: Editor, ALL HANDS) promptly.

• *USS Shannon (DM 25). Address John H. Noyes, 530 Delaware Ave., Akron 3, Ohio.*

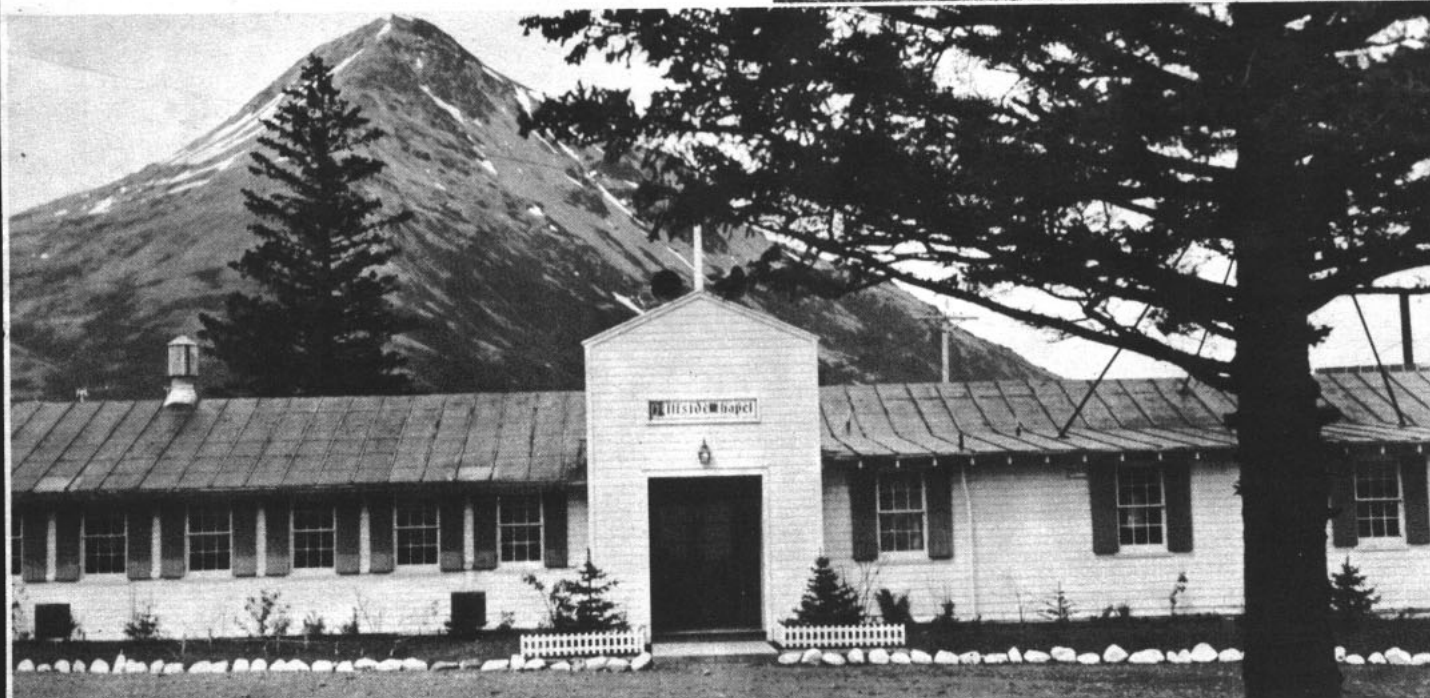
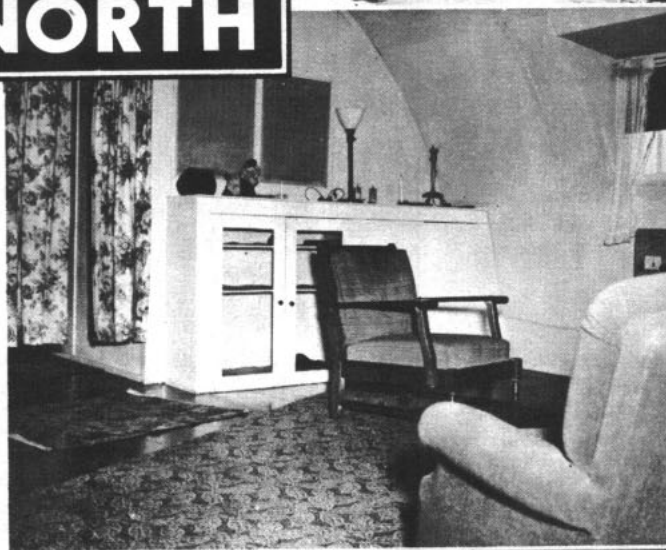
• *Fleet Post Office, San Francisco, World War II. Address requests for 20-page booklet, free to former FPO personnel, to: OinC, FPO, Room 238 Administration Building, Treasure Island Naval Station, San Francisco, Calif.*

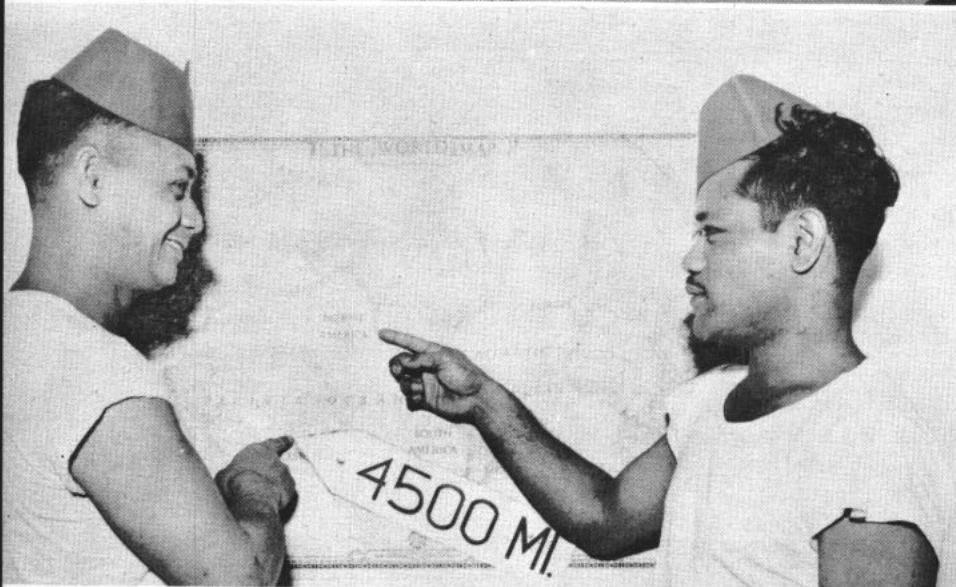
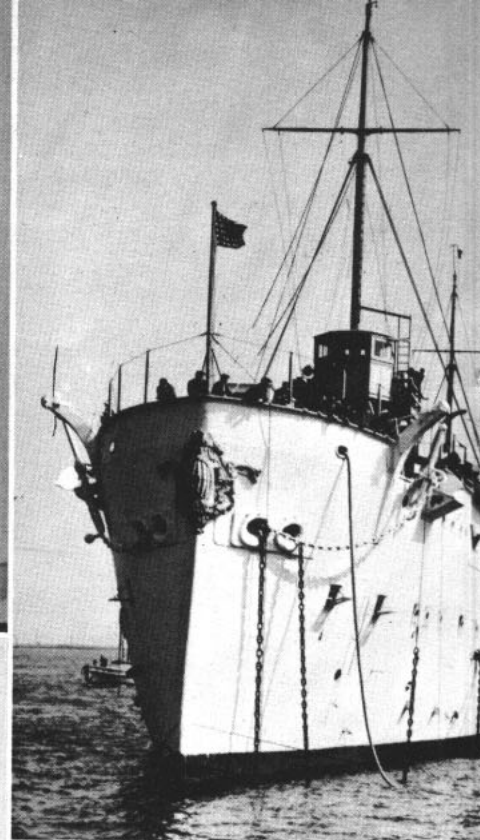
• *USS Vincennes (CA 44); by the late LTJG D. H. Dorris, USNR, several ship's company survivors of the lost vessel and UP correspondent William Tyree. Prepared for publication by J. T. Dorris with aid of former commanding officer of Vincennes. From shakedown cruise (1937) through Battle of Savo Island (1942) is covered in some 350-400 pages with 100-120 illustrations. Prepublication price of A Log of the USS Vincennes: \$5.00 prepaid. Remit with orders to: J. T. Dorris, Ph.D., Professor of History, State Teachers College, Richmond, Ky.*



AT HOME UP NORTH

LIFE at Navy's Alaskan bases at Kodiak and Adak gives naval personnel and their dependents abundant recreational facilities and a well-rounded community atmosphere. Although housing is scarce, requiring wait on priority list, the quarters provided are well-furnished and comfortable. Above, left: View from living room to kitchen in typical enlisted quarters at Kodiak. Above, right: A winter scene at Adak, Andrew Lagoon in foreground. Right: Living room of quonset hut at Adak. Below: Hillside Chapel at Kodiak. Living is made pleasant by schools, commissary facilities, ship's service stores, bowling alleys, clubs and social gatherings. Hunting is permitted at Kodiak but not at Adak. There also is fishing, skating, skiing, other outdoor sports.





'FASTEST' ship in Navy, *Reina Mercedes* is fastest to dock at Naval Academy. Upper right: Ship in Red Cross hobby shop, NavHosp, Oahu, ACMM. Left center: Two Fita-Fita guards from San Francisco to enlist in regular Navy. Lower center: John Texas and John McKeown, CMM, a crew member with 31 years' naval service as veteran battal commander. Below: Venezuelan military personnel on board.



TODAY'S NAVY

Enlisted Personnel Uniform to Be Changed; Trousers Get Fly Front, Hip and Side Pockets

Coat-Style Sleeves

Two advance changes in the uniform for enlisted personnel have been approved by the Secretary of the Navy.

No date for official adoption by personnel has been set. Such date is expected to provide a period during which the old-style uniform will continue to be authorized as long as serviceable.

Blue trousers will have hip and slash side pockets, with a fly front. The dress blue jumper will be provided with coat-style sleeves to replace the present button cuffs.

Uniforms of both officer and enlisted personnel have been under study for some time by the Navy Department and the above are the first of the proposed changes to be approved.

Constellation Restoration

The Navy's oldest vessel, USS *Constellation*, will be restored by funds to be raised under a new law.

The required amount, about \$1,000,000, will be raised through public donations. In order that the greatest possible number of persons may take part in the restoration, Navy officials hope to receive a large number of small donations instead of a few large ones.

The Navy has been authorized to accept and use donations that are offered for refurbishing the vessel. Citizens from all parts of the U.S. have been invited

to meet with Navy representatives to discuss means of raising funds.

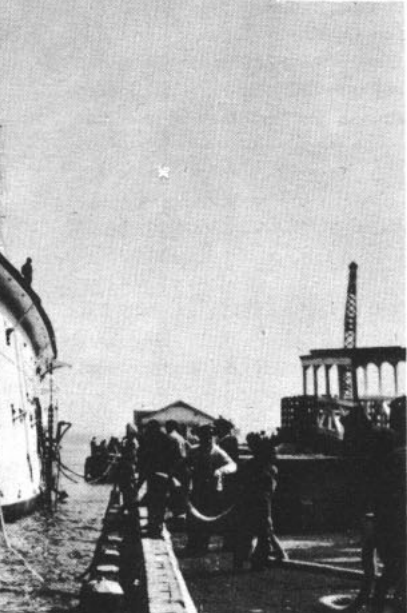
Certain parts of the vessel not useful in restoration may be made into souvenirs and mementos.

Constellation was built about a month before her sister, *Constitution*, and is now more than 150 years old. See ALL HANDS, October 1947, p. 26.

She was built in Baltimore, at a cost of \$314,202. The keel was laid in 1795 and launching took place on 7 Sept 1797. *Constellation's* length is 203 feet and extreme beam 42 feet. Her displacement in fighting trim was 900 tons.

Constellation's capture of the French frigate *Insurgente* was a notable event in America's naval war with France. In the War of 1812 *Constellation's* gunfire prevented a landing by the British on Craney Island near Norfolk. The frigate was among two squadrons of ships later sent by the United States to subdue the Barbary powers in the Mediterranean. From 1819 to 1861 she spent much time cruising the Caribbean and South Atlantic.

In commenting on the restoration of the vessel, Secretary of the Navy Sullivan said, "It is hoped that the participation of our citizens in the restoration of this glorious ship, which so fittingly symbolizes the epic struggle of a small democracy to retain its freedom, will help to perpetuate the ideals upon which our great nation was founded."



(above) moves 100 yards from berth. (left) Rocking horse he made for son Oakland, is shown by J. L. Harrell, trace journey from Samoa to San Francisco. (right) Last cruise is taken by USS *Texas* member for 13 years. The chief ends his career as Texas state shrine. (bottom) Reserve plane during visit of Saipan.



YESTERDAY'S NAVY



in history, took place in June 1944. Last June surplus carrier craft "canned".

On 3-6 June 1942 at the Battle of Midway, Japan suffered her first defeat in 350 years. The Normandy Invasion, greatest amphibious operation

JUNE 1948

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			



WEST meets East as the mighty aircraft carrier *Valley Forge* passes in review before colorful Chinese junks as she approaches the harbor of Hongkong.

4th MarDiv Reunion

Former members of the Fourth Marine Division, including naval personnel, will hold their first postwar reunion 4-5 June in Kansas City, Mo.

Among the many notables planning attendance is General Clifton B. Cates, USMC, former division commander and now Commandant of the Marine Corps.

Reservations in Kansas City hotels may be made by writing to Fourth Division Association headquarters, Quantico, Va., enclosing \$5 for the banquet ticket.

Personnel whose attendance is possible but who are unable to make a definite request should inform association headquarters.

NROTC Summer Cruise

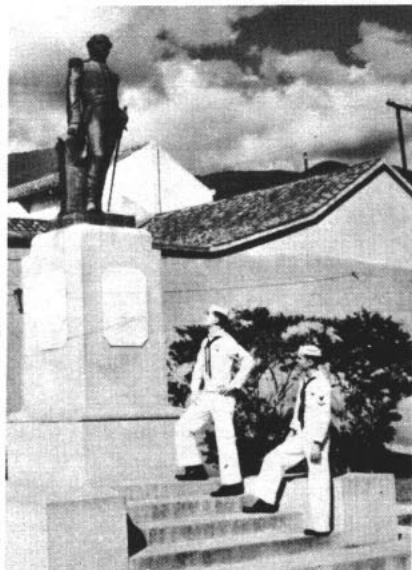
As part of their training for commissions in the Navy and Marine Corps, about 3,555 NROTC midshipmen will cruise from West coast ports during the summer of 1948.

All but 320 of the midshipmen are studying for commissions in the regular Navy and MarCorps. The remainder are studying for commissions in the Naval Reserve. The battleship *Iowa*, cruisers *Pasadena*, *Springfield*, *Astoria* and *Duluth* and two aircraft carriers, *Boxer* and *Princeton*, will take part in the cruise.

Leaving San Francisco, six of the ships will visit Seattle, Pearl Harbor, Long Beach and San Diego. *Duluth*, instead of

visiting Pearl Harbor and San Diego, will include in its itinerary a good-will visit to Victoria, B.C.

Under the NROTC plan, more than 2,000 young men are selected annually by nationwide competition for college scholarships that lead to commissions in the Navy, MarCorps or Naval Reserve. The midshipmen will take part in gunnery exercises, will have a hand in navigating the ships, and will stand watches in the various divisions aboard ship.



SIGHTSEERS R. E. Collins, RM3 (left), and H. H. Bell, RM3, inspect a statue during liberty in Caracas, Venezuela.

Operation Combine II

The 150 officers of the Navy, Army and Air Force who comprise the current class at the Armed Forces Staff College, Norfolk, Va., participated in Operation COMBINE II at Greenville Air Force Base, S. C., and Fort Benning, Ga.

Operation COMBINE II is the term applied to the coordinated demonstrations of air and ground forces which have been occupying the attention of the officers. A typical week saw the class shuttling by air between the two southern military installations, witnessing the most recent advances in air-ground operations.

Electronics Gear Checked

Navy wartime electronics equipment valued at approximately \$1,000,000 will be reclaimed or surveyed in a project to be undertaken at the Bremerton and Mare Island shipyards.

The undertaking has grown out of the return of electronics equipment from the forward areas of the Pacific. The work will involve identification and screening of equipment and reclamation of gear suitable for return to service.

Navy Salutes Army

Top ranking Navy and Marine Corps officers joined Secretary of the Navy John L. Sullivan in saluting the U.S. Army on Army Day.

"Our troubled postwar era has emphasized the urgent need for closely coordinated efforts of the armed services in achieving a high degree of national security," SecNav's message read in part. "The strength of these United States developed in a cooperative spirit of order and stability will serve the world as a positive instrument for international peace."

Admiral Louis Denfeld, USN, CNO, noted that the team play which won World War II is still in force to insure the peace. "During the recent world conflict our military services, supported by industry at home, united their efforts to form an invincible team. Army Day is a fitting and appropriate occasion to remind the nation that through the closely coordinated efforts of its great military services, this team must remain strong, for in strength we demonstrate that our great and progressive society can continue to produce efficiently without danger of losing those fundamental liberties upon which our nation is founded."

Admiral Reeves Dies

A career which spanned three wars and witnessed the most important evolutionary phases of the U.S. Navy came to an end with the death of Admiral Joseph M. Reeves, USN (Ret), former Commander in Chief, U.S. Fleet, and once the Navy's General Board chairman. Admiral Reeves died at the age of 75 in NavMedCen, Bethesda, Md., on 25 March.

After having been retired in 1937 prior to which he already had served a full career, the admiral was recalled to duty in 1940 with SecNav as lend-lease liaison officer, senior member and chairman of several munitions boards. Following his recall to active duty in World War II as a rear admiral, he was rapidly advanced to vice admiral and then to full admiral in 1942.

Admiral Reeves, although not an aviator, was considered a supporter of naval air power and became a qualified aviation observer. Attributable to his efforts was success of the fast carrier task forces of World War II which eventually spearheaded the offensive against the Japanese.

3 Ships Get Hull Tests

Test explosions on hulls of two combatant-type Navy vessels and a naval transport are being made in Chesapeake Bay to obtain construction data.

Navy ordnancemen and researchers are conducting the experiments. Using conventional explosives, the charges are about equal to those used in standard torpedo warheads or underwater mines.

Used in the experiments are the attack transport *USS Niagara* (APA 87) and the partially completed hulls of the aircraft carrier *Reprisal* and the light cruiser *Newark* whose completion was cancelled shortly before the Japanese capitulation. After each firing *Reprisal* and *Newark* will be inspected and repaired at the Naval Shipyard, Norfolk, Va. *Niagara* will remain in the test area.

Hall Heads Staff College

Vice Admiral John L. Hall Jr., USN, will leave his duties this month as Com 14 and ComHawSeaFron to become commandant of the Armed Forces Staff College, Norfolk, Va. He will relieve Lieutenant General Delos C. Emmons of the Air Force, who has headed the combined services college since its founding in 1946.



AWAITING available transportation, cars of all descriptions are parked at Oakland supply center where they will remain until time for loading.

Navy Ships Cars to Overseas Bases

Rivaling any metropolitan parking lot in size and variety the automobile stowage area at Naval Supply Center, Oakland, Calif., is doing a thriving business these days. During a seven-month period in 1947 this supply center shipped a total of 1,943 privately owned cars to Pacific overseas bases.

The Navy is doing everything possible to speed up deliveries but the present ship shortage has cut down on the available shipping space and cars continue to pile up at the shipping point. Despite this shortage, NSC Oakland has shipped on an average of 50 cars per ship the past several months. As soon as this shortage is alleviated it is expected that cars will move out on an assembly line basis.

Enlisted men in the top three pay grades, officers and civilian workers who are assigned to overseas bases now may have their automobiles shipped to their new duty stations.

Receiving orders for transfer, personnel may apply in person at NSC Oakland or forward the application by mail together with a copy of change of station orders. A preliminary booking number then is assigned.

Owners are not required to turn in their cars at the preliminary booking time but they must establish a definite delivery date. If the car is not delivered by this date priority is lost as strict

rotation is observed. The automobile may be delivered by the owner or a designated agent to the supply center. It is checked carefully and a duplicate list of exceptions and accessories is made in the presence of the owner or agent. Gasoline is then drained from the tank, the battery disconnected and the car parked in the stowage area where it will remain until loading time.



OUTWARD bound automobile goes over ship's side destined for its owner at an overseas base in the Pacific.



OFF-DUTY relaxation is enjoyed by crew members of USS *Topeka*, who listen to radio-phonograph presented to ship by American War Dads of Topeka, Kan.

Charleston to Academy

The former gunboat USS *Charleston*, inactive for two years, has been fitted with a 6-inch gun and turned over to the Massachusetts Maritime Academy for training of cadets.

Overhauled at the San Francisco Naval Shipyard, the 2,000-ton *Charleston* was scheduled to be taken to the East Coast by cadets of the Massachusetts and Maine academies.

During World War II the vessel served on 130 escort missions and with USS *Pbelps* (DD 360) withstood without damage an attack by 15 twin-engined Japanese bombers, one of which was downed by the gunboat's fire.

Completes 30 Years

A chief yeoman attached to the flag administrative unit, ComAirPac, reenlisted after completing 30 years, five months, and nine days in the U.S. Navy.

Earl Buckley, CY, is a quiet individual who doesn't tell many tales about his long period of service. Although he is a long way from being a high-pressure volunteer recruiter, his continued presence on the job speaks eloquently of his satisfaction with the Navy as a lifetime career.

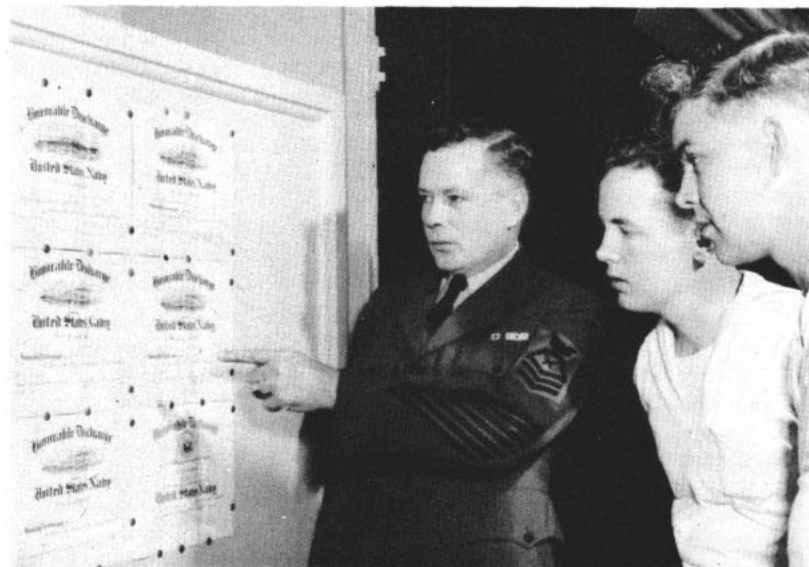
Ex-Yale Up for Sale

The 41-year-old USS *Greyhound* has been towed to Seattle, Wash., to be put up for sale.

The ship was built in Hoboken, N.J.,

in 1907. Formerly ss *Yale*, the ship was named *Greyhound* when the Navy acquired her in April 1943. Having previously served in the Navy in World War I, she was carried on the naval register as IX 106.

Fitted out as a barracks ship, *Greyhound* housed Navy personnel at Kodiak early in World War II. Later she was moved to Puget Sound for continued service as a barracks ship. More recently she served as headquarters for Bremerton Group, PacResFlt.



YOUTHFUL old salt, Earl Buckley, CY, completes 30 years continuous service and proudly points out his favorite pinup collection to some young salts.

Powerful Navy

The Navy not only has cut its consumption of commercially produced electricity in the San Francisco Bay area, it actually is helping to supply electrical power.

During the first two weeks after an emergency order was issued by the California Public Utilities Commission, Navy power consumption in the vicinity of San Francisco was cut 25 per cent. The overall cut during the past year has been 43 per cent.

Vessels at shipyards, supply centers and air stations are operating their auxiliary generators to supply themselves with electricity normally received from shore facilities. Stations equipped with standby generators are placing them in operation. Activities are using engine-driven equipment, where possible, in place of electrically driven machinery.

Mare Island Naval Shipyard, which drew 15 million kilowatt hours from the Pacific Gas and Electric Co. during the first half of 1947, not only supplied its own needs but fed 32 million kilowatts into the company's wires in the last four months.

Other power consumption reductions in the San Francisco Bay area ranged from a 10 per cent cut at Naval Hospital, Oakland, to 41 per cent at Naval Supply Center, Oakland.

Sub-normal rainfall and a resulting shortage of hydro-electric power made the economy necessary.

Navy Band on Tour

The United States Navy Band will present 104 concerts during a current tour of 51 midwestern cities.

The tour, the second since World War II, began in Charlottesville, Va., and will conclude in Pittsburgh, Pa. Talented high school musicians selected in local contests will participate with the band in afternoon concerts.

During the past 23 years the band has played in 538 cities in 43 states, as well as in several U.S. possessions.

All profits from the concerts go to charitable and civic organizations in the cities where concerts are given. The Navy band does not play in competition with established commercial bands.

Eleven soloists, ranging from baritone vocalist to harpist, will be included in the 50-piece group headed by Lieutenant Commander Charles Brendler, USN.

Guest Cruise

USS *Atlanta* played host to William E. Pike, MOMM3, of New Bedford, Mass., chosen "sailor of the month" by the Naval Base, Yokosuko, Japan, and to 12 soldiers who were named "soldiers of the month" by their commands.

An 11-day cruise, not deducted from regular leave or furlough time, was awarded the servicemen. The cruiser called at the ports of Otaru, on the island of Hokkaido, and Sendai on northern Honshu. The men were guest-passengers on the cruise.

Huge Mechanical Brain

A 25-ton automatic calculating machine soon will be solving the most difficult guided missile computation problems to give the Navy's guided missile program added impetus.

The new mechanical brain, capable of solving in one second a multiplication problem running into the millions, was purchased from Harvard University by the Navy Department for use by BuOrd. It is being installed at the Naval Proving Ground, Dahlgren, Va.

A room 50 by 80 feet is being erected to house the massive machinery. The automatic calculator is made of steel and bakelite and contains more than a million feet of electrical wiring. Its construction was begun in 1945 and first tests were run by 1 Jan 1947. As many as 70 men were employed at a time on the complicated wiring and assembly of the machine.

Capable of operating 24 hours a day,



LIBERTY in Gibraltar offers these sailors from carrier *Midway* a chance to see the local sights from this picturesque native horse-drawn carriage.

the calculator can handle, pass on or transfer numbers at the rate of 60 numbers per second. Addition of numbers running into the billions can be done in less than one-fifth of a second. Problems are put into the machine by punching paper tape which feeds the calculator its "instructions."



SAILOR-INVENTOR D. F. Fola, MM2, holds self-centering bearing he made for USS *Midway* washing machine.

Experimental Helicopter

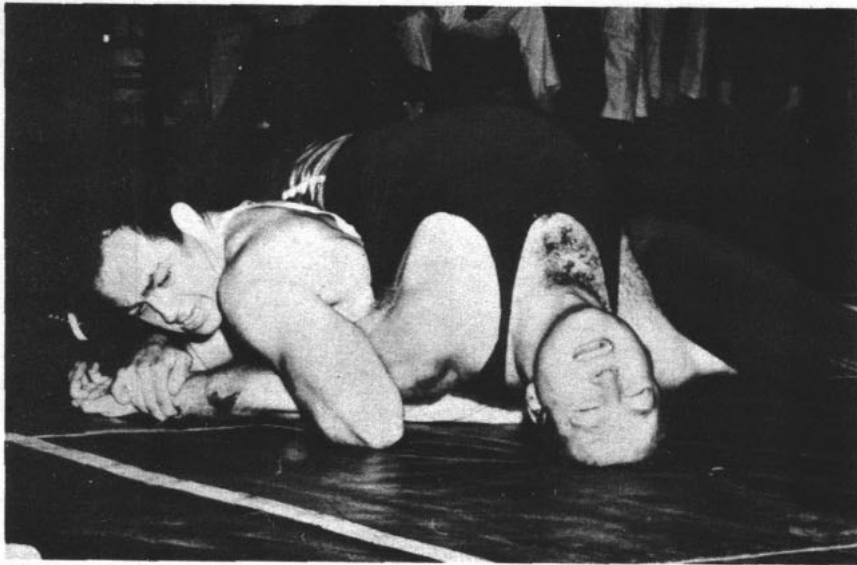
A new helicopter with special features adapting it to shipboard use is undergoing Navy flight tests.

The new aircraft, designated the XHJS-1, is designed for utility, rescue and observation work aboard aircraft carriers, battleships and cruisers. It carries a crew of three with a maximum capacity of five persons. The craft is provided with an improved engine cooling system, nylon fuel cells instead of metal tanks, and an altered location of the tail rotor which places the blades above the heads of plane-handling personnel.

The helicopter is powered with a Continental 500-h.p. engine that gives it a rate of climb of more than 1,000 feet a minute and a speed in excess of 110 miles per hour. The rotor diameter, with the all-metal blades extended, is 49 feet.

A complete set of instruments for night and instrument flying is a feature of the aircraft. A specially designed landing gear which is unusually sturdy absorbs impact with a rolling deck.

A hatch in the floor is designed to permit the installation of an aerial camera or a hoist for cargo loading and air-sea rescue pickup. In order to facilitate deck handling, an improved method of unlocking and folding the rotor blades has been devised.



GRUNT AND GROAN artists grapple in All-Navy wrestling match. W. G. Walters, AMM1 (bottom), of coast, defeated W. A. Kivelle, S1, of LantFlt, in finals.

2 More All-Navy Sports

Two more sports, shooting (rifle and pistol) and golf, are scheduled to be added to the present nine sports comprising the All-Navy sports program.

Plans also are being made to integrate the competition for Atlantic and Pacific Fleet championships into the over-all All-Navy competition in such a way that Atlantic and Pacific Fleet champions will be selected during the process of competing for All-Navy titles.

The 16 representatives of Navy and MarCor forces ashore and afloat who proposed the changes also decided to allow 50 per cent officer participation in competitive team sports. Present rules limit the number of officers playing in the game from one to five, depending on the sport. The new rule, if approved, will allow not more than half the playing team to consist of officers. In individual sports such as golf or tennis there are no eligibility restrictions as to whether competitors must be officer or enlisted personnel. Officers are not allowed to compete in All-Navy wrestling and boxing competition.

Limits for the size of teams in each sport are being written into the regulations. Basketball teams will be allowed 15 players, including coach and manager who may be playing members. Football squads are allowed 45 playing members with five additional men as coaches and managers. Baseball teams are allowed 25

members including coaches and managers and softball is limited to 20 members including coaches and managers.

The Navy has been sliced into eight geographical areas for athletic competition. They are:

Group I—11th ND, 12th ND, 13th ND and 17th ND.

Group II—7th ND, 8th ND and 9th ND.

Group III—All Pacific Fleet units on the West Coast.

Group IV—1st ND, 3d ND and 4th ND.

Group V—All naval activities ashore and afloat in the Hawaiian area.

Group VI—Atlantic Fleet units and shore based fleet activities on East Coast.

Group VII—All naval activities ashore and afloat west of the Hawaiian Islands.

Group VIII—5th ND, 6th ND, 10th ND, 15th ND and Potomac River and Severn River Naval Commands.

AFRS Will Broadcast Major League Baseball

A play-by-play account of major league baseball games is being broadcast directly from the playing fields this summer by the Armed Forces Radio shortwave station in New York.

The daily broadcasts are from 1900 GMT to 2200 GMT, enabling the station to cover games completely.

Sports for All

Plans have been made for Army, Navy and Air Force athletes to compete for Armed Forces championship titles.

Competition between the three departments' top sportsmen will take place this summer, when soldier, sailor and airmen golfers meet at a West Coast golf course for the Inter-Service Golf Tournament. The Air Force's tennis players will also compete in the annual tennis competition for the Leech Trophy, previously an Army-Navy event. Other sports are expected to be added to the inter-service sports calendar during 1949.

The inter-service sports competition is being handled by the Inter-Service Sports Council established under the joint direction of the Secretaries of the Army, Navy and Air Force. The objective of this council is to maintain the physical fitness of all members of the armed services through a policy of "sports for all."

The council will also establish uniform tests of eligibility and rules for all member services, institute and regulate the award of inter-service sports championship and try to promote better understanding, good will and cooperation between the various services through the sports program.

All-Navy Wrestling

When the last man was pinned to the canvas at the first All-Navy wrestling tournament the top honors had been split three ways with Atlantic Coast grapplers winning three of the eight first-place titles.

A final summary showed that of the 24 top spots—eight first, eight second and eight third place titles in the various weights—the grunt and groan men representing Atlantic Coast naval and MarCor activities had captured three first, two second and two top slots in the show position.

Atlantic Fleet contestants landed two first, three second and one third place titles and the West Coast's tusslers ended up with two first place, two second and two third place honors. Low men on the mat were PacFlt's contenders, who snared one first, one second and three third place positions in the tourney, held at the Naval Academy.

Marine Corps muscle men dominated the heavy weight classes, with W. G. Norris, CPL, USMC, of the PacFlt team pinning W. A. Kivelle, S1, USN, LantFlt representative, in nine minutes flat. R. J. Hamm, PVT, USMC, wearing the colors

of the West Coast team, pressed all opponents to the mat to emerge as top man in the 191-pound class and M. C. Skinner, CPL, USMC, another West Coast man, decided Atlantic Coast's C. W. Thomas, S2, USN, in the 174-pound title match.

Fastest match of the tournament was in the 136.5-pound class, when Atlantic Coast contender D. C. Hutchinson, FC3, USN, defeated J. Sellers, FC3, USN, of the PacFlt squad. Hutchinson nailed his opponent to the mat in just 22 seconds.

In the 125.5-pound clashes M. Kleinman, AMM3, USN, representing the Atlantic Coast grapplers, didn't waste any time. The first day he sprawled two opponents in a horizontal position and had easy sailing in the finals. J. Godek, S1, USN, Atlantic Coast, out-struggled G. J. Mooney, PFC, USMC, Atlantic Fleet, in the final 160.5-pound clash and L. Baum, Atlantic Fleet, captured top honors in the 114.5-pound weight.

Final topple and pin struggles will take place at the Naval Academy, when All-Navy titleholders grapple with officers and midshipmen to determine the wrestlers that will represent the Navy in the Olympic tryouts.

All-Navy Champions

114.5 pound class: First, L. Baum, LantFlt; Second, J. R. Senic, S2, LantCoast; Third, J. T. Sutton, S1, PacFlt.

125.5 pound class: First, M. Kleinman, AMM3, LantCoast; Second, W. S. Morris, PFC, LantFlt; Third, C. Sangalis, PFC, PacFlt.

136.5 pound class: First, D. C. Hutchinson, FC3, LantCoast; Second, R. E. Hallman, PFC, LantFlt; Third, J. Sellers, SF3, PacFlt.

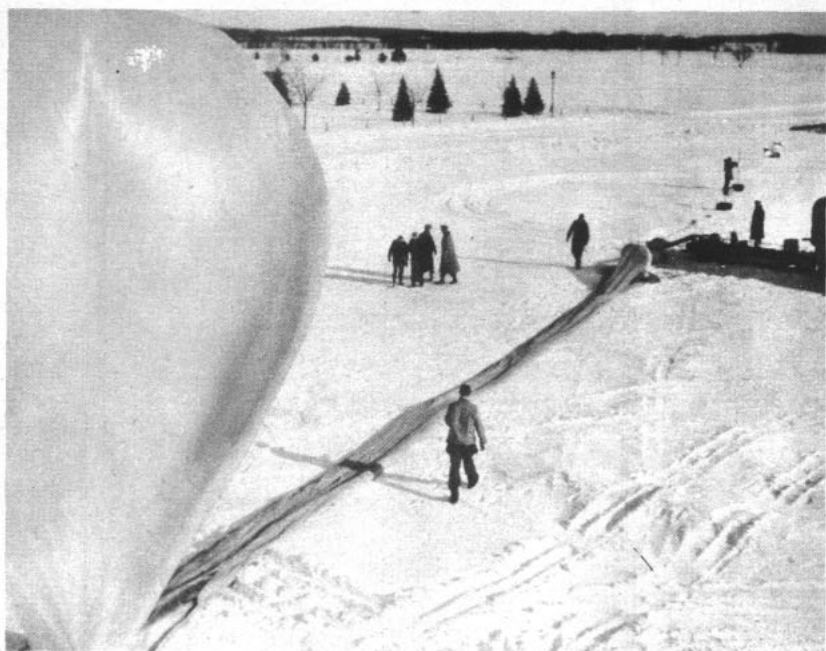
147.5 pound class: First, I. V. Renner, ACMM, LantFlt; Second, E. A. Jones, CPL, West Coast; Third, A. A. Pisasale, PFC, West Coast.

160.5 pound class: First, J. Godek, S1, LantCoast; Second, L. F. Hoffman, MOMM3, PacFlt; Third, L. F. Garotto, S1, West Coast.

174.0 pound class: First, M. C. Skinner, CPL, West Coast; Second, W. R. Scott, S1, LantFlt; Third, C. W. Thomas, S2, LantCoast.

191.0 pound class: First, R. J. Hamm, PVT, West Coast; Second, W. T. Olbrisch, PFC, LantCoast; Third, W. D. Bridge, MIDN (preflight), LantCoast.

Unlimited: First, W. G. Norris, CORP, PacFlt; Second, W. C. Walters, AMM1, West Coast; Third, W. A. Kivelle, S1, LantFlt.



INSTRUMENTS in 100-foot long balloon record physical phenomena of upper altitudes. Below, the 'Skyhook' begins a 20-mile research flight.

'Skyhook' Balloons Soar 20 Miles Up

Instruments carried 100,000 feet above the earth by helium-filled balloons will record atmospheric conditions in a Navy-sponsored project to be conducted near Minneapolis, Minn.

Designated as "skyhooks," the balloons are constructed by fusing together long plastic strips. They will rise from the earth at a rate of 1,000 feet per minute and upon reaching 20 miles in altitude, its instruments will begin a six-hour recording period.

At the end of that time, the balloon will be punctured by an automatic device and the instruments will be set free to float to earth by parachute.

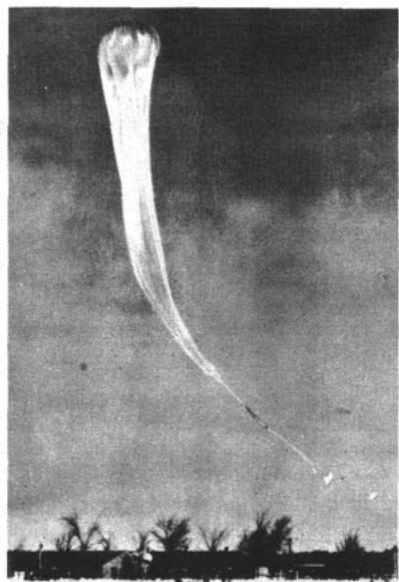
The recorded data will shed new light on temperatures, pressures, cosmic ray intensities, solar radiation and other atmospheric phenomena at an altitude beyond the reach of modern aircraft.

Special construction enables the balloons to remain at a fairly stationary altitude of 20 miles. The plastic, known as polyethylene, was chosen for the balloon's construction because of its ability to withstand greatly varying temperatures and both internal and external pressures.

Forced into an oblong shape of about 70 feet in diameter on the ground, the

balloons will become almost spherical at the top of the climb.

A radio will maintain contact between the balloon and a ground control station, and an especially fitted B-17 will track the floating device with radar. The plane will also be equipped to rip the balloon at any time through use of a radio device.



All Navy Sports Program

Certificate of Achievement

The Secretary of the Navy

takes pleasure in congratulating

John Doe, Seaman First, U.S.N.

*for his excellence in athletic endeavor which
qualified him to represent the*

Naval Air Station, Pensacola, Florida

in the

All Navy Wrestling Championship held at

United States Naval Academy, Annapolis, Maryland

on

the Ninth day of March 19 48

*John L. Sullivan
Secretary of the Navy*



OUTSTANDING athletes representing ships and stations participating in All-Navy sports will receive certificates of achievement signed by SecNav.

Columbus Quintet Loses

In a special exhibition game before a capacity gallery of 2,000 fans, the basketball squad from USS *Columbus* (CA 74) dropped a 58-43 decision to the world-famed Harlem Globe Trotters.

Proceeds went to the Bremerton Amateur Basketball Association and to the purchase of athletic equipment for Bremerton youngsters.

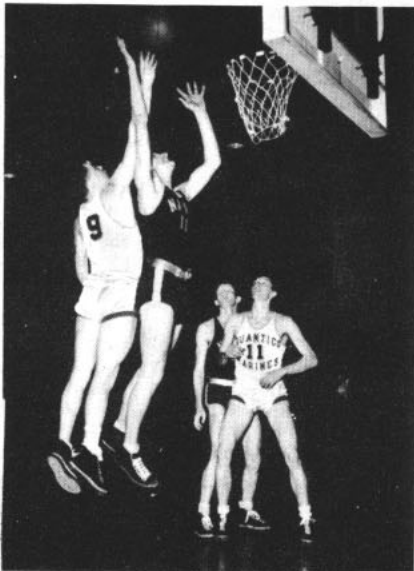
Navy Hoopsters Top Army

A composite Navy team of NAS Sangley Point, Cavite, P.I., players (champions of the Naval Forces, Philippines) reinforced by stars from other Navy teams in the area, defeated the representative Army teams from the Philippines and Ryukyus Islands to capture the area basketball championship. The NavPhil team journeyed to Tokyo for the final play-off for the championship of the Military Forces Far East.

The Navy cagers battled their way to the top slot in Philippine basketball after a series of hard fought games against the Army's Northern Luzon Comets, Southern Luzon Commandants and the Okinawa Sharks.

In the final three-game series against

the Sharks the NavPhil hoopsters were squeezed out the first game by a 58-56 score. However, the second game Navy players Schaen and Draxton caught fire, flipping 29 and 20 tallies respectively through the net and pacing their team to an 81-51 win.



All-Navy Sports Roundup

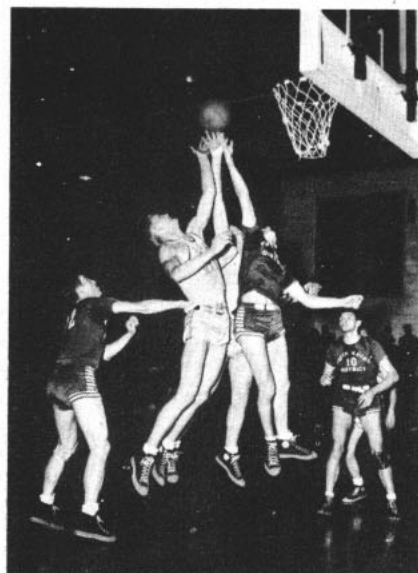
All-Navy sports are scheduled to hit a new high this year, with eight All-Navy tournaments taking place between the spring thaws and next fall's overcoat weather.

Navy sportsmen have a new pinnacle to gain. Sharing the eminence of the All-Navy championships at stake is the international Olympic competition. Top Navy athletes will compete against amateur stars from all over the U.S. in elimination tournaments to pick members of U.S. Olympic teams. The Olympic committee, recognizing the fact that some of the finest athletes in the country are wearing Navy blues, decided to allow Navy teams to compete in the final Olympic tryouts.

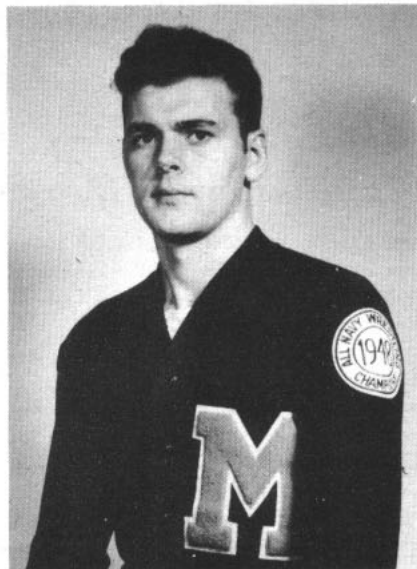
The service-wide picture on All-Navy warm-weather sports competition shapes up something like this:

Wrestling—The grapple and grunt lads squared off in the All-Navy wrestling tournament at Annapolis and ended up with top honors split several ways. (See page 38.) The All-Navy champs will be pitted against officer and midshipmen wrestlers in an elimination tourney to select the Navy Olympic wrestling squad.

Basketball—Elimination finalists from the West Coast (MarCor activities, West Coast), Pacific Fleet (Naval Base, Pearl Harbor), East Coast (Quantico Marines) and Atlantic Fleet (PhibLant) met in the NAS Jacksonville, Fla., arena for the All-Navy basketball tournament. The



STRAINING Quantico cager (left) leaps to fire shot in pre-All-Navy Tourney game against Com 8 team. Right, Com 5 quintet tops Com 7, 73-42, in playoffs.



AWARD for All-Navy champs is worn by W.G. Norris, CPL, USMC. Sweaters have 'M' or 'N' and a shoulder patch.

playoff was a double round-robin.

Boxing—The leather-throwing lads who flattened opposition in their respective areas will come to blows on the canvas of San Diego's Balboa Stadium the first week in May. The four triumphant boxers in each weight class will journey to the Naval Academy for tutorage under "Spike" Webb, Academy boxing coach, for the Olympic eliminations in Boston on 28-29 June.

Tennis—Top tennis players are scheduled to meet across the nets of Naval Academy courts the week of 11 July. Tennis teams representing the various areas will consist of three singles and one doubles team. An individual player may be on both the singles and doubles team.

All Hands Wants Sports Stories and Photographs

Contributions to the ALL HANDS sports section are invited from any ship and station desiring to tell others about its sports record, or report an unusual sports event.

Send the results of contests, outstanding players' names, and a summary of the action—along with any action photos available (8 x 10½ inch glossy prints)—to Sports Editor, ALL HANDS Magazine, Bureau of Naval Personnel, Washington 25, D. C.

All-Navy tennis champs will be matched against the cream of the Army and Air Force's net artists in the Leech Trophy matches to be held on 31 July for the inter-service tennis championship.

Golf—The low-scoring putting and driving specialists from the various districts and areas will tee off in the first battle of nerves and skill the week of 15 August, when the All-Navy golf tournament gets underway in the San Francisco Bay area. The course at Pebble Beach or Sharp's Park probably will be used.

Each area may send four golfers to the finals. The 12 top men will meet the Army and Air Force's champs in an inter-service tournament to be held in the same area on 25-27 August to pick the armed forces' top golfers. The All-Navy finals and the inter-service contest will not be held on the same course.

Swimming—All-Navy swimming finals tentatively are scheduled to be held the fourth week in August. No word as yet on the final arrangements.

Softball—Area champs will battle it out in a series scheduled to be held the first week in September. Final arrangements and details haven't been worked out yet.

Baseball—District and area horsehide heroes will settle the issue of who are All-Navy baseball champs the second week in September.

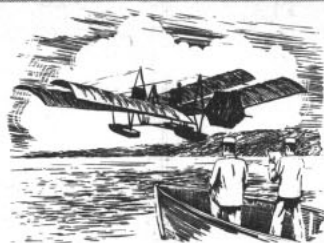
Navy Aids Scrap Drive

Assisting in the nation's efforts to end its shortage of scrap iron and steel, the Navy has renewed efforts to uncover all scrap in excess of Navy needs.

Commandants of all continental naval districts and river commands and the Commandant of the Marine Corps have been directed to appoint boards whose duties will be to inspect stocks of ferrous-metal equipment and supplies in their respective commands. Obsolete equipment, equipment deteriorated beyond economical repair and equipment which will be deteriorated beyond economical repair prior to the expected date of use are considered as possible sources of scrap.

During the 18-month period preceding 1 Jan 1948, the Navy was the source of 1,368,935 long tons of ferrous scrap. Ferrous metal is metal containing carbon (iron and steel in various forms), as contrasted to metals such as copper, aluminum and zinc, which do not contain carbon.

HERE'S YOUR NAVY



Fifty years ago Theodore Roosevelt, Assistant Secretary of the Navy, proposed that two officers be appointed to examine "Professor Langley's flying machine," estimate its cost, recommend its practicability, and report "whether they think it could be duplicated." Today's total of Navy and Marine Corps planes in active status is nearly 6,000.



Basic research studies on how the human body acclimatizes itself to Arctic cold is underway in laboratories at Point Barrow, Alaska, by civilian scientists under an Office of Naval Research contract. One of many studies being made there, the physiological research will have for subjects native Eskimos, American laborers accustomed to Arctic cold, and comparative newcomers to the area.



As a result of Navy medical experiments, flight surgeons and medical officers have confirmed previous suspicions that pilots held ready for flight duties should not treat common colds with benadryl, a new cold deterrent normally prescribed in 50 milligram dosages every four hours. Link trainer reactions of pilots treated with the drug showed combinations of these toxic symptoms: drowsiness, dizziness, weakness, dimming of vision, loss of visual acuity, difficulty in coordination, nervousness, "jitters," loss of alertness, mental confusion and stupor.

THE BULLETIN BOARD

Waves Will Not Interfere with Opportunities Offered Navy Men

Equal opportunities for advancement in rating of all personnel and non-interference with the ship-to-shore rotation program for men are assured by the Navy Department for all Navy men and women when Wave legislation now before Congress is enacted into law.

All women enlisted or appointed in the regular Navy under the new legislation would be assigned to military billets within authorized allowances and would be rotated between shore stations in the continental U.S. and overseas. They would be subject to the same regulations and requirements for advancement in rating or promotion as men and have the same benefits and privileges.

Opposition to new legislation has centered around the possibility that women in the Navy would interfere with the opportunities offered Navy men for normal advancement in rating and transfer to shore billets.

In answering this objection the Navy has emphasized these points:

The comparatively small number of women considered for duty in the peacetime Navy and the jobs they will perform both in the U.S. and overseas will have no appreciable effect upon ship to shore rotation for male personnel.



Guam News

'As long as you're going to throw the island into the ocean piece by piece, why don't you use both hands?'

- Of the 4,500 women visualized in the regular Navy, only some 450 would be yeomen. Rather than concentrating on clerical jobs, the Navy Department plans to assign women to a variety of military billets. At least 1,200 enlisted women are needed immediately for hospital work.

- Also pointed out was the fact that there would be no conflict of employment between Waves and civil service employees.

The proposed legislation limits the number of enlisted women to 2 per cent of the authorized enlisted strength of the regular Navy and MarCor. Maximum woman officer strength is limited to 10 per cent of authorized enlisted women. Neither the Navy nor MarCor plans to implement the full strength of the authorized numbers in the foreseeable future. A gradual build-up is planned in order to maintain the desired nucleus and allow a continuous study of personnel needs.

Enlisted women in the regular Navy would continue to serve in all appropriate ratings, principally in hospital work, communications, supply, aviation and general administration. Women officers would be assigned to a wide variety of billets including aviation, engineering, electronics, communications, intelligence, legal, medical, supply, and general line

officer tasks. The MarCor plans to assign women in the Regulars primarily to general administration and in support of the Organized Reserve program.

Navy women will not serve in sea-going ratings such as boatswain's mate, boilerman, underwater mechanic and torpeman's mate and other ratings for which it is always difficult to find enough shore billets. The majority of women will serve in the fields of medicine, communications, aviation and supply where the ratio of shore to sea duty is always favorable. For example, there are at present 12,000 shore billets and 6,000 sea billets for hospital corpsmen.

The assignment of women to bases outside the U.S. will permit rotation of women to parallel the ship to shore program for men. This will mean that more men will be able to serve their shore duty periods actually inside the continental limits of the country. Women may also be assigned to duty aboard hospital ships and naval transports.

Qualifications for advancement in rating will be identical for men and women. No women will receive sea pay unless they are actually assigned to duty aboard ship or to overseas duty where such extra pay is authorized for all personnel. Navy women who perform duty aboard naval aircraft will receive the same extra pay allowed for male personnel performing similar duties. Renewed recruiting of women as seamen recruit will eliminate the top-heaviness that has developed in Waves' rating structure since recruiting stopped on V-J Day.

Navy women as well as Navy men will live in Navy barracks wherever available. Women will not be allowed to live "on the beach" except under the same conditions as male personnel. In these cases, such as married personnel or individuals living with their families, commuted rations only are authorized rather than subsistence and quarters.

In establishing housing for Navy women, lounges always have been included in order to provide suitable space where male guests could be entertained. These lounges have proved so satisfactory

Three Cruisers Make Naval Reserve Cruise

Three cruisers, *Providence*, *Little Rock* and *Portsmouth*, have completed a two-week Naval Reserve training cruise in the Western Atlantic and Caribbean.

Organized and volunteer Naval Reservists from the 1st, 3d, 4th and 9th Naval Districts were eligible for the cruise. A total of 660 Reservists were assigned by BuPers to fill quotas that varied from 100 to 265 for the naval districts.

Each cruiser touched at one liberty port during the cruise. *Providence* called at Bermuda, *Little Rock* at Port-au-Prince, Haiti, and *Portsmouth* at Kingston, Jamaica.

as social centers that they will be included also in permanent and postwar construction plans for men's barracks.

Present legislation authorizes the Waves to continue only for the duration of the present emergency and six months.

In making a statement before the House Armed Services Subcommittee on new legislation, Admiral Louis E. Denfeld, CNO, said, "The Navy has requested this legislation only after careful study of the overall requirements of the Navy, now and in the future. The services of women are needed; their skills are as important to the efficient operation of the naval establishment during peacetime as they were during the war years."

Admiral Denfeld pointed out that in any future emergency women will be needed in far greater numbers than ever before in the armed forces and that the need will be urgent and immediate. "All known strength and resource factors must be included in our fundamental policy of preparedness," he said. "Womanpower is one of these.

"The Navy would be remiss if every effort were not made to insure the availability of womanpower as well as manpower in time of national emergency. Plans for the most effective utilization of these resources must be made now and kept constantly up to date.

"The best means of doing this," the admiral explained, "is through the establishment of a permanent nucleus in the regular Navy and the building of healthy and continuing participation by women in the Naval Reserve. And only by so doing can we hope to avoid the unacceptable and uneconomical delays incident to the formation and training of such a force after an emergency has arisen."

Secretary of Defense James Forrestal, Rear Admiral Thomas L. Sprague (Chief of Naval Personnel), chiefs of other bureaus, Captain Joy Hancock (Director of the Women's Reserve), and a number of Army, Air Force and MarCor officials testified at committee hearings.

The argument for putting women in only the Naval Reserve brought a strong rebuttal from the Navy.

"The case for making the Waves a part of the regular Navy stands squarely on the basis of an essential preparation for possible future war," said Vice Admiral A. W. Radford, Vice CNO, in his

Tin Can, SecNav Aid Marine in Distress

For a lesson on high-class hitch-hiking most of the way from mid-Atlantic to Chicago, consult Howard Fagenholz, PFC, USMC.

Navy communications carried the word to the marine, on board USS *Leyte* bound for Mediterranean duty, that his father was seriously ill in Chicago. The family obtained a promise from the Navy to get him there as soon as possible.

First stage of the return was comparatively easy: a destroyer stopped by a few days later to take Fagenholz on board. It was headed for Puerto Rico but Fagenholz was welcome to a ride that far.

In Puerto Rico the marine found transportation matters looking mighty dim. No ships, no planes leaving for days.

Then he learned Secretary of the Navy Sullivan was there, homeward bound by plane.

The question of how to hitch-hike with SecNav was handled by a few words whispered in the pilot's ear. Appraised of the situation, the Secretary told the marine he'd be delighted

to have him as a guest. On board the plane the Secretary introduced the private to a four-star general and two congressmen.

The trip was fine—plenty of food and comfort. Only the Secretary was worried: "By the way," he said, "do you have enough money to get to Chicago?"

The marine had \$38.

"Here," offered the Navy chief, "take \$20 and mail it back to me whenever you can scrape it together."

Then he wired NAS Miami to have a station wagon ready for the dash to the commercial airport, and to arrange transportation for Fagenholz.

Captain Robert Hunter, USN, CO of the Opalocka station, was waiting for the plane. "By the way," he said as the marine stepped off, "do you have enough money for the plane ticket?"

Fagenholz displayed his \$58.

"Better take \$30 more, just to be sure," the captain said, hauling out his billfold.

There's not much of a story in the rest of the trip. It was just a plain old plane.

statement to the House Armed Services Committee. "It is a simple matter to expand an existing organization in comparison with reestablishing one which has been disestablished.

"Some, who admit that Waves will be essential in war, argue that in time of peace they should be retained, in the Reserve and not in the regular Navy," the admiral continued. "If that argument were valid, all the armed services could be maintained in a reserve status only. The Naval Reserve is a vital and essential adjunct to the regular Navy. The individual in the Reserve must give adequate time to his civilian pursuit; he cannot also give full time to a military pursuit. Every essential part of the naval service must maintain a nucleus in peace adequate for and capable of rapid expansion in case of war. This is especially true of the Waves organization since in time of peace it is possible to explore and test the full capabilities of women, whereas this is not possible during war."

Recruiting of women for the regular Navy cannot begin until after the passage

of necessary legislation. General information on recruiting plans was contained in BuPers Circ. Ltr. 220-47 (NDB, 15 Nov 1947). Further information will be circulated when the bill is enacted.

Wave officers on active and inactive duty and those who had resigned were permitted to apply for transfer to the regular Navy in accordance with BuPers Circ. Ltrs. 231-47, 5-48 and 35-48. Deadline on these applications was April 1. Final selection of these officers and opening of an officer procurement program for qualified enlisted women and civilians await legislative action on the proposed bill.

Legislation to provide for women in the permanent Naval Reserve has passed the House Armed Services Committee and was scheduled to reach the House floor for a vote early in April. Another bill to make the Waves part of the regular Navy and the permanent Naval Reserve passed the Senate with unanimous consent last July. Only the reserve features of the latter bill have cleared the House Armed Services Committee.

100,000 Reserves to Train Ashore, Afloat During '48

The Naval Reserve plans to provide training duty afloat and ashore for a minimum of 100,000 officers and men during 1948.

Reservists will make 228 cruises in ships of the Fleet between May and December, while an additional 184 cruises will be made by vessels assigned

to naval districts. Training will be conducted also at 50 schools throughout the country.

Exams for FCT Training To Be Held 20 May 1948

Examinations to select candidates for the Navy's fire control technician school at Washington, D. C., will be held on 20 May 1948.

A new class of 10 men begins the 51-

week course every four weeks. Top-notch applicants who are selected receive broad, thorough training qualifying them for top enlisted ratings.

The FCT rating was established in March 1946. The FCT school, situated at the Naval Receiving Station, opened the same year.

BuPers Circ. Ltr. 51-48 (NDB, 31 March) requested COs to inform BuPers of the number of examinations required.

Navy Relief Society Opens Annual Call for Contributions

A goal of \$300,000 has been set by Navy Relief Society officials for the 1948 campaign which opens on 4 May and ends 6 June.

That amount must be obtained mostly from voluntary contributions and fund-raising affairs such as shows, carnivals, balls and other similar benefits.

The society, although intimately identified with the naval service, is a private agency supported entirely by private funds, chiefly contributions from officers and enlisted men and civilian friends of the Navy.

The money enables the Navy Relief Society to fulfill its sole purpose: to assist financially or with other services the officers and enlisted men of the regular Navy and Marine Corps, members of both Reserve components when on regular active duty, and the dependents of those personnel as well as dependents of deceased personnel of the naval service.

The general scope of financial assistance includes the relief or contributing to the relief of abnormal, non-recurring situations in which naval personnel or their dependents find themselves and which they cannot reasonably meet from their own resources.

Among these situations are: medical and dental care, funeral expenses, non-receipt of dependency allowances, emergency transportation, delayed payment of government benefits and insurance to dependents of deceased personnel.

Real need is the controlling factor. Funds are not available for mere convenience, financing leave or liberty except in unusual circumstances, business ventures, purchase of non-essentials or to help maintain a standard of liv-

ing not commensurate with the resources of the individual. All cases, however, are given careful consideration and an attempt is made to solve them on the side of liberality.

The annual call for contributions from all members of the naval service, afloat and ashore, begins on 4 May, a date selected to commemorate the Battle of Coral Sea. The campaign closes on 6 June, the anniversary of the Battle of Midway.

In 1947 the society made 4,282 gifts amounting to \$218,588 and cancelled 9,333 old loans totalling \$376,539 consisting mostly of accounts two or more years old of men discharged and returned to civil life. In addition, the society made 24,681 new loans without interest in the amount of \$1,418,037. The 38,296 cases of financial assistance during the year amounted to a total of \$2,013,193.

During the period April to December, the organization gave financial assistance in 5,377 cases, amounting to \$286,004, in which the need resulted from non-receipt of dependency allowances (family allowances) and voluntary allotments.

The society's assistance is by no means limited to providing financial help. "Service Cases" during 1947 came to more than 70,000, as compared to 38,296 financial cases.

Service cases included, in general, assistance by a Navy Relief nurse, "Navy Neighbors," assistance with arrangements for transportation, housing, personal problems and other related matters.

While the great part of these services were performed by volunteer women, mostly wives of naval officers, a lim-

ited number of professional social workers and registered nurses have been employed by the society in recent years.

Due to the necessary withdrawal of service personnel formerly assigned to larger auxiliaries, the organization turned to employment of clerical help from civilian sources in order to maintain the standard of service.

Salaries and expenses of professional workers—16 social workers and 20 nurses—amounted to \$103,988 in 1947. For the 48 clerical workers and office expense, the figure came to \$133,206. In the case of the professional workers, particularly the nurses by virtue of gratuitous work which they perform, the expense is considered in the nature of a gratuity.

A serviceman or his dependents may request assistance by applying in person to any one of the 38 auxiliaries or, if there is no auxiliary in the immediate vicinity, by communicating directly with the Navy Relief Society, Navy Department, Washington 25, D.C.

Other than hoping for the maximum number of contributions, the society's annual call for contributions will not appeal for any specific amount from an individual.

Demands upon the society have decreased since the war but not in proportion to the decrease in the number of naval personnel. Costs of service and administration have increased due to the increased cost of living and other reasons.

In the final analysis, the ability to meet the obligations of the Navy's own relief society is dependent in great measure upon the wholehearted support of the naval service.

Savings Bond Campaign By Ships and Stations Continues to 30 June

An intensive nationwide savings bond campaign began 15 Apr 1948, as part of the program to combat inflation.

The Navy Department has been a leader in the savings bond program since 1941, Alnav 19-48 (NDB, 15 March) points out. Thirty-five per cent of military personnel are regularly buying bonds, and it is believed that 75 per cent of personnel will enroll in the present campaign, known as the security loan drive.

The Alnav directs that intensive savings bonds campaigns be conducted by all ships and shore stations during the period of 15 April through 30 June 1948. The campaigns will be directed by savings bond officers appointed pursuant to Alnav 501-46.

The savings bond program will not only help combat inflation, but also provide a convenient opportunity for Navy personnel to lay aside a savings fund for the future. The ambitious sailor who wants to have something for a rainy day can, if he buys a \$25.00 bond every month for \$18.75, have a nest-egg of \$3,000 at the end of 10 years. The young recruit by the same plan can have a savings of \$7,000 when he transfers to the Fleet Reserve at the end of 20 years' service.

Any person in the Navy or employed by the Navy may take out a bond allotment.

Allotments may be taken out as low as "a bond-a-quarter"; that is, a bond every three months.

Veterans No Longer Need Priority to Buy Surplus

Priority certificates no longer are needed by veterans in the market for government surplus personal property offered by the War Assets Administration.

Discharge papers and a signed statement showing ownership of business and the purpose for buying the surplus will effect the sale.

WAA lifted the certification process a year ago on most items, and the recent order extended the system to all government surplus personal property purchases.

WesPac Ships Get Action Inspections

Keeping the U.S. Navy in the western Pacific in top condition for any emergency is the job of the Fleet Training Group, Western Pacific, located on Guam.

A section of this group, the Underway Training Group, is currently engaged in testing all U.S. Navy ships in the western Pacific.

The Underway Training Unit, composed of 20 officers and 46 enlisted observers left Guam to give operational readiness inspections of ships in the China and Japan area. Nineteen ships will be inspected at Tsingtao, four at Sasebo and 12 at Yokosuka.

The inspections will include electronics, seamanship, engineering, medical, damage control, communications, gunnery and aviation.

Battle problems are prepared by the Underway Training Unit and actual battle conditions are simulated to see if the ships are prepared for action.

The inspections have been divided into three main categories: operational readiness, administrative and material.

Operational readiness inspections consist of a demonstration of the part of the ship of her readiness and ability to perform the operations which might be

required of her during war. The criteria of performance will be:

- Can the ship as a whole carry out her operational functions?
- Is the ship's company well trained, well instructed, skillful and adept in all phases of all evolutions?

Administrative inspections consist of inspection of all administrative methods and procedures normally employed by the ship. The purpose is to determine whether the ship is being administered in an intelligent, sound and efficient manner and that the organizational and administrative methods and procedures are directed toward keeping the unit prepared to perform her wartime mission.

Material inspections are to determine the actual material condition of the ship and equipment in respect to ability to perform all functions for which the items were separately and inter-relatedly designed, and to recommend the repairs, alterations, changes or developments which will insure the material readiness of the ship.

Reports of the inspections will be forwarded, via the commanding officer, to CincPac and CNO.—Leonard J. Morgan, SPXNC3, USN.

Fleet Reservists Needed As Voluntary Instructors

The services of Fleet Reservists are needed as voluntary instructors for organized and volunteer units in the Reserve training program.

A large portion of the nation's Fleet Reservists have the necessary experience and training to qualify them for teaching in local NRTC units. Men interested in serving as voluntary instructors should get in touch with the commandant of their naval district or with their local Reserve training unit.

Reserves in Field Get Proper Clothing Sizes

Personnel of the 11th Naval District Organized Reserve divisions in the field are assured of receiving proper sizes when purchasing clothing through use of a streamlined mobile clothing unit activated by the district's Supply Corps.

Efficient service and adequate supplies

are features of the new unit. Activation of the service group fills a need necessitated by establishment of 12 Volunteer Reserve units to provide refresher training in the Navy's supply program.

Don't Send Cash by Mail To Pay Insurance Premiums

National Service Life Insurance policyholders are urged to safeguard remittances sent to the Veterans Administration by mail.

In making insurance payments in cash through ordinary mail, VA points out, there is no way of proving the payment was made if it fails to reach VA. Continued failure to receive the money forces VA to lapse the policy.

Personnel are urged to use money orders, postal notes or checks for NSLI premium payments. VA also prefers that policyholders use the yellow envelopes furnished for mailing payments to the appropriate branch office.

All Reserve Officers Eligible for Duty in Air Training Program

All Reserve officers, including staff corps, are eligible for full-time active duty in the Naval Air Reserve training program, BuPers Circ. Ltr. 54-48 (NDB, 31 Mar 1948) points out in clarifying a previous directive.

The clarification was made not as an indication that numerous full-time active duty billets exist in the NAResTra program but to reaffirm a previously obscure point that staff corps and other Reserve officers without aviation training may apply. The directive cancels BuPers Circ. Ltr. 279-46 (AS&SL, July-December 1946).

Requests for recall to an active duty status are to be addressed to the Chief of Naval Personnel (Attn: Pers-3116) via cognizant commands. Volunteer Reserve officers must submit their requests via the commandant of their respective districts.

A permanent selection board will consider all applications. The board will determine qualifications of applicants for certain types of billets existing in the NAResTra program. Names of officers selected by the board are to be placed on file for reference and consideration when vacancies occur.

From the list of eligible applicants, any

Enlisted Census Report To Be Submitted 1 July

The annual census report for enlisted personnel will be submitted by personnel accounting machine installations this year as of 2400, 1 July 1948 instead of 31 December.

BuPers Circ. Ltr. 56-48 (NDB, 31 Mar 1948) directed all commanding officers to verify service records, health records, muster and allowance cards (parts I and III, respectively, of NavPers-500) and pay accounts of enlisted personnel prior to 25 May. Discrepancies noted will be entered in the records and reported on the daily personnel diary.

Detailed instructions concerning preparation of the annual census report will be furnished commands having military control over personnel accounting machine installations prior to 1 July.



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existing vacancies will be filled for billets in the 22 air stations comprising the current NAResTra organization. Officers making such requests must fall in the following categories:

- Aviation Organized Reserve and those issued by CNAResTra a letter authorizing them to be associated with the Air Reserve program.

- Volunteer Reserve officers.
- Reserve officers on active duty with the operating force.

The following information must be contained in the letters of request:

- Full name, rank, classification and file number.
- Address where applicant may readily be reached by mail or telegram.
- Specific request for assignment to active duty in connection with NAResTra.
- Complete resume of qualifications including age, education (both naval training courses completed and civilian education), duty stations assigned.
- Statement of preferences of duty stations in the Air Reserve program or a statement of "no preference."

The directive adds that selected officers who are placed on active duty may be transferred to other activities within the program.

Exams Slated for 3-7 May At Hospitals to Select Medical Corps Officers

Examinations will be held at naval hospitals in the continental United States from 3-7 May 1948 to select candidates for appointment to the grade of lieutenant (junior grade) in the Navy Medical Corps.

Applicants for the examination must be graduates of approved medical schools in the United States or Canada. They must have completed interne training in accredited hospitals or anticipate completion of such training within four months after the date of examination.

Each candidate will be required to appear before a board of medical examiners and a supervisory naval examining board at the naval hospital nearest his place of residence to be examined for physical and professional qualifications for appointment. Applicants must be less than 32 years of age.

After approval by the President, selected candidates will receive their appointments and orders assigning them to active duty in a naval medical facility.

LTA Training at Lakehurst Given Reserve Aviators From 10 Naval Districts

A comprehensive airship training program for Volunteer Naval Reserve aviators is being conducted at NARTU, Lakehurst, N. J.

Two-week classes starting on 1 and 15 May and 1 and 15 June will provide training in preparatory command and line maintenance. An 80-hour course in command training includes aerology, airmanship, navigation, communications, flight strategy, tactics and administration. A line maintenance course covers engines, ordnance, radio and electronics, envelopes and cars, flight overhaul and checking procedure, and lifting gases and supply.

Classes are considered as annual training with pay. Naval aviators are selected from the 1st through 10th Naval Districts for the LTA training. Their selection is based on experience, interest and professional proficiency.

Fifteen officers are being trained in each class. Requests should be forwarded to commandants of appropriate naval districts.

Uniform Changes Listed; Peacoat Will Get New Convertible Collar

Several miscellaneous alterations in uniform regulations have been prepared by BuPers as part of change No. 1, Uniform Regulations, 1947.

A new convertible-type collar, permitting men to open the collar at the throat, is an alteration of the enlisted men's overcoat.

To insure a neat appearance, the old style overcoat may be worn open at the throat with two buttons unbuttoned, producing the same general effect as one button unbuttoned in the new style coat. Overcoats may be worn buttoned at the neck or CO's may prescribe that mode for military formations and other functions.

Another provision prescribes that an enlisted man who won the right to wear a gold rating badge and gold lace service stripes may continue to wear them throughout the duration of his enlisted service unless he fails to qualify for a good conduct medal in a subsequent enlistment. In this case the right to wear the gold rating badge and gold lace service stripes is terminated.

The gray shirt no longer is authorized for wear by officers and warrant officers with service dress blue A and B and by CPOs and stewards with dress blue A and B.

The regulation changes affect wearing of mourning badges:

- When attending military funerals in an official capacity, officers will wear mourning badges. Wearing of mourning badges by officers attending non-military funerals is optional.

- Enlisted personnel may be required to wear mourning badges at military funerals while serving as honorary pall bearers or while attending funerals in an official capacity, provided the badges are furnished at no cost to the individual. Enlisted personnel attending other funerals may wear mourning badges. These badges will be worn halfway between the shoulder and elbow on the left arm unless in conflict with the rating badge. In this case, they should be worn on the right sleeve.

Officers may be required to wear white gloves at military funerals at the discretion of authorities, and enlisted personnel may be required to wear them at military funerals if it involves no cost to the

individual. Officers and enlisted personnel may wear white gloves at other funerals but only during the actual ceremonies, unless they are an authorized part of the uniform.

Another modification provides for wearing of leggings by Navy enlisted men with any form of dress only when under arms for parades or other ceremonies, for infantry or artillery drill, landing party or on guard detail. Personnel on shore patrol, beach guard, captain's orderly duty, mail petty officer tasks and other functions are no longer required to wear leggings.

Uniform regulations for midshipmen at the Naval Academy are included in printed change No. 1 to U.S. Navy Uniform Regulations, pertaining to uniforms and insignia for all personnel now appear in the regulations except those for the Women's Reserve, which are a separate set.

The new changes specify that NROTC midshipmen officers are authorized to wear metal pin-on rank devices on each

collar tip of the blue and khaki working uniform shirt.

General information relating to uniform changes which resulted from placing the new enlisted rating structure in effect, together with photographs of all specialty marks and distinguishing marks, is contained in ALL HANDS, March 1948, pp. 31-34.

Naval Air Reserve Now Totals About 120,700

Personnel enlisting as pilots, air and ground crew members in the Naval Air Reserve have expanded that unit's manpower to a total of approximately 120,700.

The Organized component of the Air Reserve has developed a force of 21,000. Of this figure 6,300 pilots are listed and approximately 15,000 enlisted personnel.

As of 1 Dec 1947 the Volunteer Air Reserve totalled 37,600 pilots, 21,300 non-flying officers and approximately 39,000 enlisted ratings, plus 1,500 Associated Volunteer officers and men.

Dimensions of SecDefense Flags Given

Of interest to naval personnel, especially quartermasters, is additional information about the Secretary of Defense's flags.

The dimensions and materials of four separate banners are given.

- The flag of the Secretary of Defense is of medium blue wool bunting, 6 feet 8 inches hoist by 12 feet fly. In each corner will be a 10-inch five-pointed star with one point upward. In the center of the flag will be an American bald eagle with the wings displayed horizontally. The eagle will be grasping three crossed arrows and bearing on its breast a shield with seven white and six red vertical stripes. The upper third of the shield will be azure.

- The color of the Secretary of Defense will be of medium blue silk, 4 feet 4 inches on the pike by 5 feet 6 inches fly. Design will be the same as that of the flag, in proportion to size. The color will be trimmed on three edges with a knotted fringe of white silk two and one-half inches wide. Attached below the spearhead of the pike

will be a cord of medium blue and white silk strands, 8 feet 6 inches in length with a tassel at each end.

- The boat flag of the Secretary of Defense will be of medium blue wool bunting, 3 feet hoist by 4 feet fly. The design will be the same as that of the flag, in proportion to size.

- The automobile flag of the Secretary of Defense will be of medium blue silk or wool bunting, 1 foot 6 inches on the staff by 2 feet 2 inches fly. The design will be the same as that of the flag of the Secretary of Defense, in proportion to size. The silk flag will be trimmed on three edges with a knotted fringe of white silk one and one-half inches wide.

The Secretary of Defense shall be accorded all honors prescribed for the Secretary of the Navy and regulations pertaining to the display of the Secretary of the Navy's flag apply to the display of the Secretary of Defense's flag. U.S. Navy Regulations were modified accordingly by Alnav 235 (NDB, 31 Oct 1947).

School at NAS Alameda Trains for Key Billets In Material Service

The problem of selecting and training officers for key executive positions in the Navy's material inspection service is being solved by a school established at NAS Alameda, Calif.

Furnishing basic training in the principles of organization, work simplification, personnel evaluation and other factors that make up the modern conception of scientific management is the purpose of the Material Division Training School. Ten weeks' indoctrination is given officers upon assignment to material inspection duty. Students are taught "tricks of the trade" of many industries and the kind of assistance and cooperation private industry needs from the Navy when manufacturing goods slated for naval use.

The course covers such subjects as inspection administration, office administration, development contracts, industrial security, personnel, contract termination and property disposal, material planning and control and management engineering. Graduates of the course are assigned to duty with the supervising inspector and inspector of naval material offices in industrial centers throughout the United States.

An outgrowth of a school set up by BuAer to teach officers management engineering, the material division took over

4 More Bikini Target Ships Sunk by Navy

Four more ships—two destroyers, *Ralph Talbot* and *Wilson* and two attack transports, *Fallon* and *Bracken*—have been sunk by the Navy in deep water off Kwajalein. Previously sunk were the battleship *Pennsylvania*, the destroyer *Trippe* and the attack transport *Banner*.

The target ships, survivors of the atomic bomb tests at Bikini, had been maintained at Kwajalein for radiological and structural studies since October 1946. They were sunk in accordance with the Navy's previously announced decision to dispose of vessels that are in danger of sinking at their Kwajalein lagoon moorings because of deterioration.



NavSta Green Cove Springs, Fla.

the school in July 1946. The work done by the field offices of this activity had become increasingly complex, and the need for thorough and intensive training of personnel in responsible positions at these offices was apparent.

To date 235 persons have graduated from the school. Keenly aware of the excellent training given by the school, the material division (which is now a part of the Office of Under SecNav) plans to make the school a permanent part of its organization.

150 Officers to Attend Next Staff College Class

One hundred and fifty officers of the Army, Navy and Air Force will be ordered to the next class convening at the Armed Forces Staff College on 1 Sept 1948.

Regular Navy commanders of the line and staff are eligible to attend the college. The course lasts five months and assignment to it will be considered a permanent change of duty.

A directive, BuPers Circ. Ltr. 45-48 (NDB, 31 March), states that although submitting a request is not required in order to be selected for the course, it may be submitted as outlined in the letter and BuPers Circ. Ltr. 15-48 (see ALL HANDS, March, p. 47). In cases where other factors are the same, the officer who has requested the school will be given preference.

Quarters are available at the college for approximately 85 per cent of the officers accompanied by families. Ample quarters are available for officers not accompanied by dependents.

Additional Pay Barred For Medical Officers On Temporary Service

A new General Accounting Office decision bars additional pay for Navy medical officers appointed for temporary service. The decision is:

"Persons appointed for temporary service in the Navy Medical Corps as acting assistant surgeons under the act of August 8, 1946, or as lieutenants (junior grade) under section 424 of the Officer Personnel Act of 1947 are not commissioned officers of the Medical Corps of the Regular Navy within the contemplation of section 1A(a) of the Pay Readjustment Act of 1942, as amended, so as to be entitled to the \$100 per month additional pay authorized in section 1A(b) of the latter act for such commissioned officers."

This decision affects approximately 75 officers.

List Officers Eligible For Promotion to LTJG

A list of officers who have become eligible for promotion to the rank of lieutenant (junior grade) or will become eligible by 1 May 1948, was an enclosure with BuPers Circ. Ltr. 42-48 (NDB, 29 February).

Active officers listed who hold permanent appointments in the rank of ensign in the Navy or the Naval Reserve must comply with all instructions contained in BuPers Circ. Ltr. 19-48 (NDB, 15 February). Officers holding the temporary rank of ensign must comply only with that portion of BuPers Circ. Ltr. 19-48 that pertains to reporting before a board of medical examiners prior to promotion.

Waves' Release Requests Must Be Sent to BuPers

Wave officers who desire release from active duty must now submit their requests to the Chief of Naval Personnel for final approval.

Formerly, in some instances, commanding officers were authorized to effect separation of women officers without prior reference to BuPers.

The clarification of policy was announced in BuPers Circ. Ltr. 39-48 (NDB, 29 February). All other policies and procedures for release of women officers continue in effect.

Recruits' Waiting Time After End of Training To Be Short as Possible

Naval training station graduates, eager for the taste of salt spray and the feel of a deck under their feet, will have their waiting time kept at a minimum in the future.

It is not the intention of BuPers that recruits, upon return from leave, should automatically be retained at the training center for another week. It is intended that the returning period be limited to the time required to refurbish the recruit after his leave and get him started to the fleet in a draft. The normal retraining period will be a minimum of two days and a maximum of seven days.

Recruits who are assigned to Class A schools for further instruction at the completion of recruit training will be assigned to the class which convenes nearest the date of graduation from recruit training. This policy will apply even if the class has convened some days before the recruit's graduation from training.

The new policy was outlined in a letter of 5 Mar 1948 to the commanders of Naval Training Centers.

Correspondence Course Offered by War College

A revised edition of the Naval War College's correspondence course in strategy and tactics is now available to officers of the rank of lieutenant (junior grade) and above.

Consisting of eight installments with supplemental reading, the course may be had by applying through official channels to the President, Naval War College, Newport, R.I.

"It is to the advantage of all line officers to complete this course before reaching the grade of lieutenant commander," BuPers Circ. Ltr. 46-48 (NDB, 15 March) notes in announcing the instruction.

Other than Navy officers of rank corresponding to lieutenant (junior grade) and above also may apply for the instruction, which is offered free of charge. The Naval War College awards a certificate establishing satisfactory completion. Each of the eight installments requires an average of one to two months to complete.

Small Craft Personnel Helped by SCAO

A new, improved system of accounting procedure is being taught officers and storekeepers assigned to small craft.

About 50 per cent of small craft COs, stores officers and storekeepers in the Atlantic Fleet already have had the revised method of accounting explained to them while their ship's records were reviewed by Small Craft Accounting Office (East Coast) officials.

The Small Craft Accounting Office (East Coast) is located at the Naval Supply Center, Norfolk, Va. It was set up after World War II to handle part of the work load of stores officers and storekeepers on board small craft. Staffed with experienced personnel, this office maintains records of small craft allotments, receipts and expenditures and makes necessary reports to bureaus, force commanders and ships concerned.

One of the most important functions of SCAO is providing information to small craft on the subtle differences in the classification of supplies and the type of allotment appropriate for procurement of various types of supplies and equipment. They have found that many ships which over expend their allotments do so because of charging the expenditure against the wrong appropriation.

One example cited is where a ship over-expended its quarterly allotment of \$111,000, most of which could have been charged to automatic allotment. In reviewing the records it was found that \$92,000 was charged for the installation of a generator and its spare parts, when actually the installation was covered by a special overhaul allotment granted to the repair yard directly from the force commander.

Failure to differentiate between naval stock account (NSA) and appropriation purchases account (APA) when preparing requisitions is one of the mistakes most often made by stores officers and storekeepers on small craft, according to SCAO officials. Appropriations that affect small craft are:

- *Regular Quarterly Allotment*—the apportionment of money established by BuShips to provide ships with regular supplies such as soaps, swabs, machine parts and paints.

- *Automatic Allotment*—a special provision which defrays the cost of expen-

sive items, or items under special control of BuShips.

- *Additional Allotments*—may be requested by a ship where undue hardships would result without additional funds. These are given in some cases to supplement the quarterly allotment, or more frequently when the regular quarterly allotment has been expended under exceptional conditions. Additional allotments may be submitted to the appropriate force commander concerned and be approved before submission of any requisition that would cause an over-expenditure.

Stores officers and storekeepers should carefully check NavShips 250-1800 before making out every requisition to determine if the item is subject to automatic allotment, SCAO officials stated. After a requisition has already been submitted from a small craft and they then discover the item requisitioned is covered by automatic allotment, a letter should be sent to SCAO in order that the classification may be corrected.

The Small Craft Accounting Office processes about 20,000 documents monthly.

Saipan, Guam Personnel To Get Fresh Produce

Navy personnel on Saipan and Guam will find more fresh fruit and vegetables on their tables as soon as a commercial farm on the island of Tinian gets into full production.

Vegetable crops to be produced on the 950-acre farm include tomatoes, lettuce, onions and sweet potatoes. Among the tropical fruit crops to be raised will be bananas, papayas and avocados. The U.S. Government will observe the project closely to see that it is operated in the best interest of the area. The farm will employ at least five native families on a full-time basis, and will recruit part-time labor from the neighboring islands of the Marianas.

The enterprise, managed by a three-man group with a resident of Guam at its head, is expected to relieve a serious shortage of fresh produce on Saipan and Guam.

Bonus Payments for Veterans to Be Voted Upon in Seven States

Bonus payments for veterans of World War II will be determined by voters in seven states in general elections 2 November.

The states, according to a compilation by the BuPers Civil Readjustment section, are Indiana, Iowa, Minnesota, North Dakota, Pennsylvania, South Dakota, and Wisconsin. Inquiries regarding the status of bonus legislation should be directed to the Commissioner of Veterans Affairs of the state concerned.

Jackpot of World War II bonus payments, if enacted, will be South Dakota's proposal providing for a maximum payment of about \$990. Illinois already has begun payment of bonuses amounting to a maximum of \$900, the highest now in effect. Maximum payments of some states determining bonuses in the November elections have not been set.

Nine states and the Territory of Alaska already have passed laws authorizing World War II bonuses. They are Con-

necticut, Illinois, Massachusetts, Michigan, New Hampshire, New York, Ohio, Rhode Island, and Vermont.

Maine's proposal for payment of state bonuses to World War II veterans was defeated in the 1946 general election. Other states not mentioned above have not acted on bonus proposals.

The 2 November elections will determine the World War II bonus question in the following proposals:

Indiana—General assembly of 1947 provided for submission of the question of payment of bonus to voters at the 1948 general election to guide the 1949 session of the state congress. No rates are fixed. For further information, address the Director of Veterans Affairs, 431 N. Meridian Street, Indianapolis, Ind.

Iowa—State bonus proposal will be submitted to the voters at the 1948 general election for ratification or rejection. This proposal provides for \$10 for each month of domestic service and \$12.50 for each month of foreign service, up to a maximum of \$500. The eligibility requirements are that the veteran must have been a legal resident at the time of enlistment or induction, and for six months prior thereto, have served between 16 Sept 1940 and 2 Sept 1945, and have been honorably discharged or be still serving in an honorable status. In case of death, surviving dependents would be entitled to the sum due the veteran. If the veteran died in service or subsequently from service-connected causes, the eligible survivor would be paid \$500. For further information, write to the Soldiers Bonus Board, E. 12th St. and Court Ave., Des Moines, Iowa.

Minnesota—The 1947 legislature authorized a state-wide vote on the bonus question to be held in the 1948 general election. If the voters approve, the 1949 session must enact legislation fixing rates of payment, eligibility requirements, and method of financing. For further information write to the Commissioner of Veterans Affairs, 400 Shubert Building, St. Paul 2, Minn.

North Dakota—The 1947 legislature submitted a proposal to be voted on at the 1948 general election providing for the issuance of \$27,000,000 in bonds for the payment of a bonus to the state's

'Ham' Radio Station Is Morale Builder

Although their temporary base is in far-away Hawaii, men of Air Group 11 have little fear of not getting the word quickly in case of a sudden emergency at home.

All the wife or neighbor has to do is telephone any nearby "ham" radio station. By calling W5EUF portable KH6, the amateur operator can put her in quick contact—through her own telephone—with the air group's base at Barbers Point, Oahu.

The Barbers Point station may not be manned at the time but neighboring amateurs, of which Hawaii has many, may be contacted. From then on it's simply a matter of reaching the Barbers Point operator by local telephone.

On two occasions these radio contacts have made it possible for personnel to apply for emergency leave with the minimum of delay and more than 170 men have talked to their families back home. The number increases regularly. The air group's radio is one of several hundred "morale stations" operated by servicemen as a hobby. Other overseas stations call from Germany, Japan, Iwo, Guam and a host of other locations.

The Barbers Point installation meets all its requirements as a morale builder. A daily schedule is maintained with the Navy's auxiliary field at San Ysidro, Calif., and weekly or semi-weekly schedules are carried on with "hams" all over the globe.

Their signals have reached as far as Capetown, South Africa, halfway around the world from Hawaii, in addition to 103 stations in 31 foreign countries. In the U.S., they have contacted 33 of the

48 states and hope to reach the remainder just for the fun of it.

"Straw boss" and originator of the Barbers Point station is Lieutenant Commander E. B. Hoblit, electronics officer and radio operator of long standing. Licensed operators number two other officers and two chiefs.

Ownership of the gear is divided. Part belongs to the Navy and the receiving gear is the personal property of B. S. Bright, ACETM.

There are plenty of possible contacts in the U.S. Some 80,000 individuals are licensed operators in the U.S. alone and the Naval Reserve network numbers around 300 stations on the continent, at Pearl Harbor, Kodiak and the Canal Zone.

The W5EUF part of the station's call is the personal call letters of one of its operators, and the portable KH6 part indicates the station is located in Hawaii.

The radio is a boon not only to personnel of the station but also to its operators, who are able to maintain a not easily acquired knack.

Radio is a boon to romance, too. There are probably 1,500 licensed female operators in the U.S. today, and it's not an unfamiliar tale of the meeting and wooing via the airwaves of a couple of radio bugs.

The merger was incomplete, however, for one couple the hams like to think of as an example. Right up to the present day husband and wife operate their own stations.

Ladies and others can tune to 10 and 20 meter band frequencies to catch the transmission from Barbers Point.

VOTING INFORMATION

World War II veterans. If approved, the legislature of 1949 will enact the necessary law fixing rates and eligibility requirements and provide for the law's administration. For further information, address the Commissioner of Veterans Affairs, 55½ Broadway, Fargo, N. D.

Pennsylvania—A bonus proposal adopted by the legislature at its 1947 session must be approved by the next legislature and then submitted to the people for ratification or rejection. If ratified, no payment is possible before 1950. The bill proposes \$15 per month for foreign service, up to a maximum of \$500, for veterans who were legal residents of the state at the time of entering service and who served 60 days or more between 7 Dec 1941 and 2 Sept 1945. If in service on VJ-Day, time until 2 Mar 1946 may be counted. If a veteran dies or becomes mentally incapable of receiving the bonus before the date of distribution or compensation, payment will be made to next of kin or guardian. In the case of a person who died in service, the full \$500 will be paid to the next of kin. For further information, write to the Department of Military Affairs, South Office Building, Harrisburg, Penna.

South Dakota—A state bonus proposal will be voted in the 2 November general election, providing for payment of 50 cents for each day of domestic service and 75 cents for each day of foreign service to veterans of World War II. Eligibility requirements are that the veteran must have been a legal resident for at least six months before entering the armed forces, must have served 90 days or more between 7 Dec 1941 and 2 Sept 1945 and must have been discharged under conditions other than dishonorable. If approved, payment is to be made by 31 Dec 1950. For additional information, write to the Director, Veterans' Department, Pierre, S. D.

Wisconsin—The 1947 legislature provided for a referendum at the November general election to determine the will of the voters on a bonus to World War II veterans, to be paid from a 3 per cent sales tax. If the proposal is ratified, the succeeding legislature will enact the necessary legislation setting up rates of payment, eligibility requirements, and other regulations. For information, write to the Director, Department of Veterans Affairs, State Capitol, Madison 2, Wis.

Information on regulations of 11 states regarding voting by absentee ballot in this year's nation-wide elections is listed below.

Unless otherwise indicated in the table, members of the armed forces and the merchant marine, and civilians outside the U.S. officially attached to and serving with the armed forces, may apply for absentee ballot to the states listed below by use of the postcard USWBC Form No. 1 or Standard Form No. 76, which may be obtained from the commanding officer or voting officer of all ships and stations.

Voting information for 13 other states—Alabama, Idaho, Illinois, Maryland, Michigan, Missouri, Nebraska,

New Mexico, Ohio, Pennsylvania, Virginia, West Virginia and Wisconsin—appeared in ALL HANDS, April 1948, p. 45. Information from other states will be published as it becomes available.

Complete information concerning procedures and regulations for absentee voting in both primary and general elections may be obtained by writing to the state's secretary of state or to the local clerk or county clerk of the voter's legal residence. To vote by state ballot, the applicant must be eligible under the various laws of his home state.

Abbreviations under "Officials to Be Elected" are: F—federal, S—State, L—local.

State	Type of Election	Officials to Be Nominated Or Elected	Earliest Date Ballot Will Be Mailed	Last Date Ballot Will Be Received To Be Counted
Arizona (a)	Primary	F, S, L	9 August	7 September
	General	F, S, L	4 October	2 November
Colorado (b)	Primary	F, S, L	31 August	14 September
	General	F, S, L	16 October	2 November
Connecticut	General	F, S, L	Upon application	1 November (1800)
Florida (c)	1st Primary	F, S, L	10 April	4 May, Closing of polls
	2d Primary	F, S, L	10 April	28 May, Closing of polls
Maine (c)	Primary	F, S, L	23 May	21 June
	State Presidential	F	15 August	13 September
Mississippi (a) (b)	1st Primary	F, S, L	4 October	2 November
	2d Primary	F, S, L	24 August
	General	F, S, L	14 September
Montana (d)	Primary	F, S, L	21 June	20 July
	General	F, S, L	4 October	2 November
No. Carolina (a)	Primary	F, S, L	27 April	28 May
	General	F, S, L	1 August	1 November
Oregon	Primary	F, S, L	2 April	16 May
Texas (e)	1st Primary	F, S, L	(f)	(f)
	2d Primary	F, S, L		
	General	F, S, L		
Washington (g)	Primary	F, S, L	20 August	24 September (h)

(a) Civilians outside U.S. officially attached to and serving with the armed forces may not use Federal postcard application but are governed as follows:

Arizona: Apply to County Recorder of county in which registered.

Mississippi: Make application on special form as provided in Sec. 6, Chapter 174, Laws of 1944.

North Carolina: Civilians may not vote in primary election; they are eligible to vote in the general election but must use proper application form provided by Chairman of County Election Board on request.

(b) Applications should NOT be mailed to the Secretary of State in the following states: Colorado: Send to the County Clerk of the county of the voter's residence.

Mississippi: Send to Circuit Clerk of the proper county.

(c) Florida and Maine: Civilians may not vote absentee.

(d) Montana: Federal postcard not valid from either armed forces personnel or civilians. Applications should be made on the statutory form provided by the county clerk and recorder at the county seat.

(e) Texas: Members of the regular Army, Navy and MarCor not qualified to vote.

(f) Texas: No dates stated, but ballot may be CAST not more than 20 days nor less than three days prior to date of election. Primaries will be held on 24 July and 28 August, general election on 2 November.

(g) Washington: No distinction between civilians and members of the armed forces for purposes of absentee voting. Registration must be made in person and only registered voters may vote by absentee ballot if unable to vote in person.

(h) Washington: Absentee ballot must be postmarked not later than election date (14 September) and will be counted if received within 10 days.

New Regulations Govern BuDocks Contract Awards

Practically all BuDocks contracts within the continental U.S. will be awarded on the basis of advertising and competitive bidding.

BuDocks Circ. Ltr. 70-47 (NDB, 31 December) amplifies pertinent sections of

new Navy Procurement Regulations issued by SecNav to implement House Resolution 1366 (Armed Services Procurement Act).

The new regulations prescribe that all purchases and contracts for supplies or services which will be paid for from appropriated funds will be made by advertising, except in special cases.

Area Campaign Medals to Be Awarded Personnel Starting 1 June

Awarding of area campaign medals to members of the armed forces who served in the American, European-African-Middle Eastern and Asiatic-Pacific theaters during World War II commences 1 June.

Distribution of the medals gets under way simultaneously for the Navy, Army and Air Force, BuPers. Circ. Ltr. 61-48 (NDB, 31 Mar 1948) disclosed in announcing eligibility requirements and distribution procedures. Active, inactive and discharged personnel of all services will receive the medals, and posthumous awards also will be made, BuPers announced.

In general, service period requirements in the respective area campaigns are as follows:

- **American Area**—7 Dec 1941 to 2 Mar 1946.
- **European-African-Middle Eastern Area**—7 Dec 1941 to 8 Nov 1945.
- **Asiatic-Pacific Area**—7 Dec 1941 to 2 Mar 1946.

To localize awarding of the medals to eligible personnel, all commanding officers ashore and afloat have been directed to procure medals as required. Actual distribution will be made by each ship or station to eligible personnel on active duty within their own commands.

Authorization for the medals to Navy personnel, including Waves, Nurse Corps, members of the Marine Corps and Coast Guard who served during the

period from Dec 1941 to terminal dates indicated for the respective areas in which they served, are promulgated in the directive. Briefly, determining eligibility factors include:

• **Sea Duty**—Attached to and serving on board a vessel in the designated area, or as a member of an organization being transported for duty in an area aboard such vessel, for a period of 30 days. This service need not be continuous nor in the same vessel.

• **Shore Duty**—Attached to and regularly serving on shore in a designated area for a period of 30 days except in the continental U.S. where the requirement is one year. Such service need not be continuous nor in the same locality but must be within the designated area.

• **Combination Duty**—Any combination of the two requirements listed immediately above that will aggregate the prescribed time in a designated area.

• **Patrols**—Service in patrol vessels or aircraft operation, provided the individual has been attached to such units for a period of 30 days and has performed regularly required patrols for an accumulated period of 30 days. This provision is applicable even though the base from which vessels or aircraft operate is within the continental limits of the U.S.

• **Combat**—In all cases wherein a vessel, aircraft or other unit engaged in combat with, attacks, or is attacked by

enemy forces. All such personnel serving therein immediately become eligible for the appropriate campaign medal regardless of the 30-day provision. However, the certain presence of enemy forces, especially in the case of an enemy submarine, must be established before this provision will apply.

• **Hazardous Duty**—Engagement in any service in a designated area which, in the opinion of the appropriate fleet or frontier commander or ComdtMarCor, is equally as hazardous as combat duty will make such individuals eligible for the appropriate area medal regardless of time limitation. This applies to such operations as mine recovery and disposal, bomb disposal or equally hazardous operations.

• **Passengers**—No person enroute in a purely passenger status such as observer, visitor, courier or escort, will become eligible for any area campaign medal unless he or his vessel is attacked by or engages in combat with the enemy. In the latter case he immediately becomes eligible for the appropriate medal upon occasion of the attacks or combat. Passage as a patient in a hospital ship, in such a case, is considered as being attached to the ship and not in a passenger status.

• **Temporary Duty**—On and after 1 July 1945 no individual engaged exclusively on temporary or temporary additional duty shall become eligible for an area campaign medal unless the duties performed by him during his stay in the area are considered by the area commander to have materially contributed to progress of the campaign. Prior to 1 July no person was entitled to an area campaign medal for TD or TAD unless such duty was for a period of 30 days in a designated area or unless he engaged in combat with or was subjected to attack by enemy forces. In the latter case he became eligible immediately upon occasion of the attack or combat without reference to time limit.

In addition to the above requirements, the directive explains that service which entitled an individual to a star also entitles him to the ribbon of the area in which the service was rendered.

Other provisions as to qualifications:

WHAT'S IN A NAME?

Yankee: Seagoing Bargain Hunter

Americans are famous for their varied nicknames. No matter where you are, from Hongkong to Timbuktu, you can hear one of them mentioned.

One of the better known and more widely used is "yankee."

Its origin is uncertain but is believed to have been given to us by the early Dutch settlers.

Our early sea captains prided themselves on their reputation for being able to drive a hard bargain.

Dutchmen, also known to be thrifty, jokingly referred to these hard-to-please Americans as "yankers" or wranglers and the name has stuck to this day.



• Members and former members of land and naval forces of the U.S., may be awarded the American campaign medal if they served in continental U.S. for an aggregate period of one year between 7 Dec 1941 and 2 Mar 1946.

• Engagement stars are authorized to be worn on the suspension ribbon of the medal. BuPers will not issue stars, however, but eligible persons may buy same from stores selling military supplies.

• No campaign or service medal will be issued to a member of the naval service who might otherwise be eligible, but who served under other than honorable conditions.

All commanding officers are to check service records to determine eligibility of officers and enlisted personnel. The medals then will be distributed with entries being made on page 9 of enlisted service records indicating which medals had been awarded. A signed receipt will be obtained from officers.

Navy personnel entitled to area campaign medals because of service with the Army, Air Force, Marine Corps, or Coast Guard may apply for them in accordance with instructions issued by those services.

Inactive and discharged personnel will be issued their medals from recruiting stations or veterans' organizations. Commandants of districts and river commands will designate additional locations from which the medals will be distributed. Those not on active duty must supply proof of their eligibility when requesting the medals to which they are entitled, the directive indicates.

QUIZ ANSWERS

Answers to Quiz on Page 13

1. (b) Glomb. Largest member of trio known as Glomb, Gorgon and Gargoyle.
2. (c) Glide bombing. The Glomb was used in experimental work with pilotless aircraft using television control. It is now obsolete.
3. (c) Bloomer on a large gun.
4. (c) It is a protective canvas cover that fits about the barrel of the gun where it emerges from the barrette. It protects the gun and turret during heavy seas.
5. (b) Mines.
6. (a) Mine layer USS *Miantonomah* (CM 10).

Flag Rank Orders for Last Month Listed

Flag rank orders for last month were as follows:

Admiral Charles M. Cooke Jr., USN, will retire on 1 May.

Vice Admiral John L. Hall Jr., USN, was ordered detached as Com 14 and ComHawSeaFron to report as Commander Armed Forces Staff College, Norfolk, Va.

Vice Admiral Bernhard H. Bieri, USN, was ordered to duty as Com 11 and CO NavBase San Diego, Calif.

Vice Admiral Walter S. Delany, USN, was ordered detached as ComBatCruPac to report as Com 3.

Rear Admiral Clifford E. Van Hook, USN, will retire on 1 May.

Rear Admiral John W. Reeves, USN, was ordered detached as Chief, NATS, to report as Chief, Naval Air Training, Pensacola, with additional duty as Chief, NavAir Basic Training.

Rear Admiral Laurance T. DuBose, USN, was ordered detached as Com 6 to report as ComBatCru Pac.

Rear Admiral Arthur D. Struble, USN, was ordered detached as ComPhibPac to report as DCNO (Operations).

Rear Admiral Robert W. Hayler, USN, was ordered detached as Senior Member, Board of Decorations and Medals, to report as Com 14 and ComHawSeaFron.

Rear Admiral Bertram J. Rodgers, USN, was ordered detached as ComPhibGru 1, with additional duty as ComTransRon 1, to report as ComPhibPac.

Rear Admiral Peter K. Fischler, USN, was ordered detached as ComPhibTraPac to report as ComPhibGru 1, with additional duty as ComTransRon 1.

Rear Admiral Clifton A. F. Sprague, USN, was ordered detached as NavAir-VanTraSubComd, Corpus Christi, to report as ComCarDiv 6.

Rear Admiral William K. Phillips, USN, was ordered detached as ComDesLant to report as CO NOB Guantanamo Bay, Cuba.

Rear Admiral John Perry, USN, was ordered detached as ComCarDiv 6 to report as ComFairWing 2.

Rear Admiral William G. Tomlinson, USN, was ordered detached as Chief, Air Readiness Section, Naval Operations, to report as Naval Attache and Naval Attache for Air, London.

Rear Admiral John H. Carson, USN, was ordered detached as ComCruDiv 15 to report as Navy secretary, Research and Development Board.

Rear Admiral James H. Doyle, USN, reported as ComPhibTraPac.

Rear Admiral Clarence E. Olsen, USN, was ordered detached as CO Naval Administrative Command, CIC, to report as CO NavBase Norfolk, Va.

Rear Admiral Lucian A. Moebus, USN, was ordered detached from duties at Maxwell Field, Montgomery, Ala., to report to CNO for duty.

Rear Admiral Robert F. Hickey, USN, was ordered detached as Deputy Director of Public Relations to report as ComFairWing 5.

Rear Admiral Herbert E. Regan, USN, reported as member of the General Board.

Rear Admiral Daniel Hunt, MC, USN, was ordered detached as General Inspector, BuMed, to report as inspector of Medical Corps activities, Pacific Coast.

Rear Admiral Joel T. Boone, MC, USN, was ordered detached as inspector of Medical Corps activities, Pacific Coast, to report as General Inspector, BuMed.

Rear Admiral William J. C. Agnew, MC, USN, was ordered detached as District Medical Officer, 11th ND, to report as District Medical Officer, 14th ND.

Commodore Thomas J. Keliher Jr., USN, was ordered detached as ComServRon 3 to report to Naval Hospital, Long Beach, Calif., for treatment.

Massachusetts Crewmen Plan Reunion in Boston

More than 500 former crewmen of USS *Massachusetts* are expected to attend the third annual reunion in Boston on 30-31 May.

Massachusetts, now in the Reserve fleet at Norfolk, Va., was one of the leaders of the North African invasion and climaxed her Navy career with a midnight bombardment of the Japanese Isles.

Arrangements to attend the reunion may be made by writing the Massachusetts Reunion Committee, care of the Copley Square Hotel, Boston.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs, Navacts, and BuPers Circular Letters, not as a basis for action. Personnel interested in specific directives should consult Alnav, Navact and BuPers Circular Letter files for complete details before taking any action.

Alnavs apply to all Navy and Marine Corps commands; Navacts apply to all Navy commands; and BuPers Circular Letters apply to all ships and stations.

Alnavs

No. 22—Cancels Alnav 3-45 and modifies Alnav 208-44.

No. 23—Requests applications for designation special duty only from commissioned line officers of the regular Navy, not below the rank of ensign.

No. 24—Orders new rating structure to be put into effect at 0000 on 2 April.

No. 25—Lists Marine officers approved by the President for promotion to the grades of major and captain for temporary service.

No. 26—Lists Marine officers approved by the President for promotion to the grades of colonel and lieutenant colonel for temporary service.

Navacts

No. 4—Requests applications for air flight training (LTA) from commissioned officers of the regular Navy who meet the prescribed qualifications. (See p. 46.)

No. 5—Orders change in money ration allowance for ships and stations beginning the fourth quarter of fiscal 1948. (See p. 14.)

BuPers Circular Letters

No. 45—Announces 1 Sept 1948 as convening date for next class at Armed Forces Staff College, Norfolk, Va. (See p. 48.)

No. 46—Announces availability of revision of Naval War College correspondence course in strategy and tactics. (See p. 49.)

No. 47—Gives list of applicants qualified for flight training.

No. 48—Gives changes to enlisted rating and warrant structures.

No. 49—Discusses elimination of unessential papers from enlisted service records prior to forwarding to separation activities or BuPers.

No. 50—Urges COs to familiarize themselves with Navy voting program and insure adequate supplies of applications for absentee ballots. (See p. 51.)

No. 51—Announces examination for fire control technicians. (See p. 44.)

No. 52—Contains list of Navy and Marine Corps personnel eligible for combat distinguishing device. (See p. 56.)

No. 53—Gives qualifications for Navy Occupation Service medal and China Service medal. (See p. 57.)

No. 54—Presents procedure governing requests from Naval Reserve officers for active duty in connection with the Naval Air Reserve training program. (See p. 46.)

No. 55—Authorizes COs at shore stations to hire civilian instructors for educational services program.

No. 56—Gives verification of records of enlisted personnel preparatory to annual census report. (See p. 46.)

No. 57—Presents BuPers supplemental regulations of recreation funds.

No. 58—Announces All-Navy tennis tournament for 1948. (See p. 41.)

No. 59—Gives instruction and qualifications for combat aircrewmembers.

No. 60—Gives additional instructions on advancement in rating.

No. 61—Gives instructions for distribution of American, European-African-Middle Eastern, and Asiatic-Pacific area campaign medals. (See p. 52.)

2 Icebreakers, Personnel Back from the South Pole

New pages have been written in the exploration history of the Antarctic by the icebreakers USS *Edisto* and USS *Burton Island*. Over 8,500 miles of South Polar waters were explored in less time than ever realized by previous expeditions.

Operations at Little America were completed in record time. Excellent weather conditions with temperatures ranging from 27 to four degrees above zero and wind velocity never more than 28 miles per hour permitted the work to be completed in five days instead of the 10 days scheduled.

Maneuvering around ice floes and under the impact of a blinding snow storm, the ships finally reached Marguerite Bay. This was the last stopping point on the Antarctic continent, ending the Navy's second postwar expedition to the land of ice and snow at the bottom of the world.

While ploughing through rough seas enroute to Callao, Peru, the round-bottom icebreakers tossed and rolled continually, *Burton Island* making a roll of 51 degrees.

Because of their round bottoms and the fact their engines are designed for power and not speed, icebreakers are at a disadvantage in wind-swept seas. All hands were hanging on for fear of being tossed against the bulkheads while they passed through the "screaming 60s" latitudes.

After months of battling rough waters and crashing through countless miles of ice, *Edisto* and *Burton Island* have the appearance of ships returning from a battlefront. Paint has been scraped from their hulls and they will be ready for general overhauling upon arrival in the States.

Radio Programs Beamed to Pacific, Atlantic

Here is the latest schedule of Armed Forces Radio Services programs beamed to the Pacific and the Atlantic. All times are Greenwich.

WEST COAST TRANSMISSIONS

Station	Beam Area	Frequency (KCS)	Time
KCBA	Alaska, Aleutians, China	15150	0315 to 0845
	Southwest Pacific and Philippines	15330	0900 to 1430
KCBF	Alaska, Aleutians, China	11810	0315 to 0845
	China and Japan	9700	0900 to 1430
KGEI	Southwest Pacific and Philippines	9530	0530 to 1030
			1045 to 1430
KGEX	Southwest Pacific and Philippines	11730	0530 to 0845
KNBX	South and Middle Pacific	15250	0530 to 0845
KWID	South and Middle Pacific	11900	0530 to 1130
KWIX	Alaska and Aleutians	9570	0315 to 0845
	China and Japan	11860	0900 to 1430

EAST COAST TRANSMISSIONS

WNRX	Central and South America	21730	1900 to 2145
	Panama and West Indies		
WRCA	South Atlantic and Africa	15150	1900 to 2145
WBOS	Greenland, Iceland and England	15210	1900 to 2145
	England, Europe and Mediterranean	17880	1900 to 2145

HERE ARE TOP COMMANDS IN TODAY'S NAVY

Secretary of the Navy.....John L. Sullivan
 Under Secretary of the Navy.....W. John Kenney
 Assistant Secretary of the Navy.....Mark E. Andrews
 Assistant Secretary of the Navy (Air).....John N. Brown
 Chief of Naval Operations.....ADM Louis E. Denfeld
 Vice Chief of Naval Operations.....VADM Arthur W. Radford
 Deputy CNO (Administration).....RADM Charles Wellborn Jr.
 Deputy CNO (Air).....VADM John D. Price
 Deputy CNO (Logistics).....VADM Robert B. Carney
 Deputy CNO (Operations).....RADM Arthur D. Struble
 Deputy CNO (Personnel).....VADM William M. Fechteler
 Chief of General Planning Group.....RADM Maurice E. Curtis
 Inspector General.....RADM Leo H. Thebaud
 Chief of Naval Communications.....RADM Earl E. Stone
 Chief of Naval Intelligence.....RADM Thomas B. Inglis
 Chairman of the General Board...VADM Charles H. McMorris
 Chief of Naval Research.....RADM Paul F. Lee
 Chief of Industrial Relations.....RADM Paul B. Nibecker
 Judge Advocate General.....RADM Oswald S. Colclough
 President, Board of Inspection
 & Survey.....RADM Frank A. Braisted
 Director of Budgets and Reports...RADM Herbert G. Hopwood
 Chief of Material Division.....VADM Arthur C. Miles
 Chief, Office of Industrial Survey...RADM Joseph W. Fowler
 Director, Public Relations.....RADM Edward C. Ewen
 Commandant, Marine Corps.....GEN Clifton B. Cates

BUREAU CHIEFS

Personnel.....RADM Thomas L. Sprague
 Ships.....VADM Earle W. Mills
 Ordnance.....RADM Albert G. Noble
 Aeronautics.....RADM Alfred M. Pride
 Supplies and Accounts.....RADM Edwin D. Foster (SC)
 (The Paymaster General)
 Yards and Docks.....RADM John J. Manning (CEC)
 Medicine and Surgery.....RADM Clifford A. Swanson (MC)
 (The Surgeon General)
 Chief of Dental Division.....RADM Clemens V. Rault (DC)
 Director of Navy Nurse Corps...CAPT Nellie J. DeWitt (NC)

FLEET, FORCE AND TYPE COMMANDERS

Pacific.....ADM DeWitt C. Ramsey
 Service Force, Atlantic.....VADM Francis S. Low
 Air Force, Pacific.....VADM Harold B. Sallada
 Battleship—Cruisers, Pacific.....VADM Walter S. Delaney
 Destroyers, Pacific.....RADM Frank G. Fahrion

Submarines, Pacific.....RADM Allan R. McCann
 Amphibious Forces, Pacific.....RADM Bertram J. Rogers
 Naval Forces, Western Pacific.....VADM Oscar C. Badger
 Naval Forces, Far East.....VADM Robert M. Griffin
 Naval Forces, Philippines.....RADM Ralph W. Christie
 First Task Fleet.....VADM George D. Murray
 Atlantic.....ADM W. H. P. Blandy
 Service Force, Atlantic.....RADM Wilder D. Baker
 Air Force, Atlantic.....VADM Gerald F. Bogan
 Battleship—Cruisers, Atlantic.....VADM Lynde D. McCormick
 Destroyers, Atlantic.....RADM Felix L. Johnson
 Submarines, Atlantic.....RADM James Fife Jr.
 Amphibious Forces, Atlantic.....RADM Ralph O. Davis
 Mine Force, Atlantic.....RADM Byron H. Hanlon
 Naval Forces, Eastern Atlantic
 and Mediterranean.....ADM Richard L. Conolly
 Naval Forces, Mediterranean.....VADM Forrest P. Sherman
 Naval Forces, Germany.....RADM Roscoe E. Schuirmann
 Second Task Fleet.....VADM Donald B. Duncan

SEA FRONTIER COMMANDERS

Eastern.....ADM Thomas C. Kinkaid
 Western.....VADM Jesse B. Oldendorf
 Caribbean.....VADM Daniel E. Barbey
 Gulf.....RADM Lawrence F. Reifsnider
 Hawaiian.....VADM John L. Hall Jr.
 Alaskan.....RADM Alfred E. Montgomery

NAVAL DISTRICT AND RIVER COMMANDANTS

First.....RADM Morton L. Deyo
 Third.....RADM Monroe Kelly
 Fourth.....VADM James L. Kauffman
 Fifth.....RADM Walden L. Ainsworth
 Sixth.....
 Seventh.....RADM Ralph F. Davison
 Eighth.....RADM Lawrence F. Reifsnider
 Ninth.....RADM J. Cary Jones
 Tenth.....VADM Daniel E. Barbey
 Eleventh.....RADM Bernhard H. Bieri
 Twelfth.....RADM Donald B. Beary
 Thirteenth.....RADM George H. Fort
 Fourteenth.....VADM John L. Hall Jr.
 Fifteenth.....RADM Edward W. Hanson
 Seventeenth.....RADM Alfred E. Montgomery
 Potomac River Naval Command.....RADM Glenn B. Davis
 Severn River Naval Command...RADM James L. Holloway Jr.
 (Supt. U.S. Naval Academy)

DECORATIONS & CITATIONS

Personnel Eligible to Wear Combat 'V' Listed

Navy and MarCor personnel eligible to wear the Combat "V" on the Legion of Merit and on the Bronze Star Medal were listed in BuPers Circ. Ltr. 52-48 (NDB, 31 March).

This was the 14th of a series of letters listing personnel authorized to wear the device.

Personnel who have received citations

containing the notation that the combat distinguishing device is authorized may not find their names included in published lists. Doubtful cases may be submitted to BuPers for action.

The privilege of wearing the "V" does not automatically entitle personnel to the benefits of the law which governs retirement.



SILVER STAR MEDAL

Gold star in lieu of third award:

★ LAKE, Richard C., CAPT, USN, New London, Conn.: CO, USS *Albacore*, action against Japanese, third war patrol, Bismarck Sea-New Guinea area, 20 Jan to 11 Mar 1943.

Gold star in lieu of second award:

★ FLANAGAN, Henry J., LT, USN, Bridgeport, Conn.: First lieutenant, USS *Tang*, action against Japanese, fifth war patrol, Formosa Strait, 25 Oct 1945.

★ GUILER, Robert P. III, LT, USN, Downingtown, Pa. (posthumously): Torpedo data computer operator and gunnery officer, USS *Grampus*, first war patrol, enemy waters near the Marshall Islands, 8 Feb to 4 Apr 1942.

★ STOCKTON, Vard A., LCDR, USNR, Alhambra, Calif.: Assistant approach officer, USS *Snook*, fifth war patrol, East China Sea, 6 Jan to 6 Mar 1944.

First award:

★ ANDERSON, Paul M., LT, USN, Houston, Tex.: Chief of the boat, USS *Spearfish*, action against Japanese, third war patrol, SoWesPac, 27 Mar to 20 May 1942.

★ BELL, William T., LT, USNR, Washington, D. C.: Assistant first lieutenant and bomb disposal officer, USS *Biloxi*, Okinawa, 27 Mar 1945.

★ BITTENBANDER, Earl, LT, USNR, Pottstown, Pa.: Patrol plane commander, Navy Liberator, Clark Island, Luzon, Pacific area, 31 Mar 1945.

★ BROWN, David S., CDR, USN, London, England: Gunnery and operations officer for ships on the staff of the commander of a fast carrier task group, Kyushu, Tokyo and Kure areas, and in support of landings at Iwo Jima and Okinawa, 10 Feb to 19 May 1945.

★ BROWN, John M., PHM2, USNR, Cincinnati, Ohio: Attached to 22d Marines (Reinforced), 6th MarDiv, Guam, Marianas, 21 July 1944.

★ CAVERLY, Floyd M., CETM, USN, San Francisco, Calif.: Crew member, USS *Tang*, action against Japanese, fifth war patrol, Formosa Strait, 24 Sept to 25 Oct 1944.

★ COSTIGAN, Daniel E., PHM3, USNR, Brooklyn, N. Y.: Serving with a medical collecting section, attached to 2d Bn, 28th Marines, Iwo Jima, 25 Feb to 3 Mar 1945.

★ COX, Robert L., PHM2, USN, Coronada, Calif.: Corpsman, in an amphibian tractor battalion, FMF, Pacific, Okinawa, 20 May 1945.

★ CRAIN, Edward L. Jr., LT, USNR, Houston, Tex.: Infantry battalion surgeon, 5th Marines, 1st MarDiv, 3d Phib-Corps, FMF, Palau Islands, 15 to 29 Sept 1944.

★ DECKER, Clayton O., MOMM2, USNR, Palo Alto, Calif.: Crew member, USS *Tang*, action against Japanese, fifth war

patrol, Formosa Strait, 24 Sept to 25 Oct 1944.

★ DASILVA, Jessie B., MOMM2, USNR, Los Angeles, Calif.: Crew member, USS *Tang*, action against Japanese, fifth war patrol, Formosa Strait, 24 Sept to 25 Oct 1944.

★ DICKENSON, George W., CAPT, MC, USN, Lakehurst, N. J.: Senior medical officer, USS *Ticonderoga*, action against Japanese, Formosa, 21 Jan 1945.

★ DILLARD, Raleigh A., PHM2, USNR, Madisonville, Tenn.: Hospital corpsman, 2d Bn, 26th Marines, 5th MarDiv, Iwo Jima, March 1945.

★ EDWARDS, Benjamin F. Jr., LCDR, USN, Bremerton, Wash.: Damage control officer, USS *Biloxi*, vicinity of Okinawa, 27 Mar 1945.

★ ENGBRETTSEN, Edward M., CQM, USN, Waupaca, Wis. (posthumously): Service on board USS *Haddock*, during two war patrols in Japanese waters.

★ GILLESPIE, Ralph, HA1, USNR, Galax, Va.: Company corpsman in a Marine infantry battalion, 28th Marines, 5th MarDiv, Iwo Jima, 3 Mar 1945.

★ GILLIGAN, John J., LTJG, USNR, Cincinnati, Ohio: Service on board USS *Rodman*, action against Japanese, Okinawa, 6 Apr 1945.

★ HARTY, Kevin D., LCDR, USNR, Newport, R. I.: Communications officer, USS *Grenadier*, sixth war patrol, Japanese waters, 21 to 23 May 1943.

★ HAUER, Roman F., PHM1, USNR, Milwaukee, Wis.: Hospital corpsman serving with a collection section, Co B, 3d Med-Bn, service troops, 3d MarDiv, Iwo Jima, 12 and 20 Mar 1945.

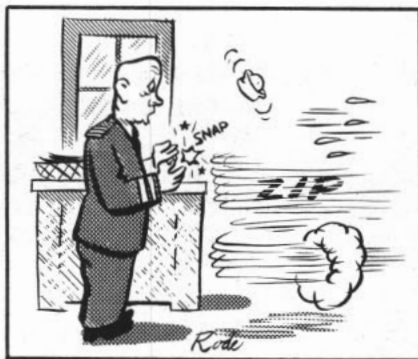
★ HENDERSON, Charles E. III, LT, USNR, Baltimore, Md.: Pilot of a torpedo pilot plane, NightTorpBomRon 90, USS *Enterprise*, Inland Sea of Japan, 19 Mar 1945.

★ HUNT, Gene E., PHM2, USNR, St. Martinsville, La.: Hospital corpsman attached to an amphibious corps, Palau Islands, 3 Sept 1944.

★ JACKSON, Charles B. Jr., CDR, USN, Annapolis, Md.: Navigator, USS *Spearfish*, third war patrol, SoWesPac, 27 Mar to 20 May 1942.

★ KIELING, Robert T., LCDR, USNR, Minneapolis, Minn.: Pilot of a fighter plane, NightFitRon 91, USS *Bon Homme Richard*, Japan, 13 Aug 1945.

★ KING, Raymond A., PHM1, USNR, Indianapolis, Ind.: Hospital corpsman attached to marines in 3dMarDiv, action on Guam, 26 July 1944.



Guam News

'And here, Waldo, are your leave page ...'

★ **LANDER, Robert B.**, CDR, USN, Caracas, Venezuela: Torpedo and gunnery officer, USS S-37, third war patrol, Makassar and Lombok Straits area, 2 to 20 Feb 1942.

★ **LUSE, Jack C.**, PHM1, USNR, Far Hills, N. J.: Attached to a reconnaissance platoon in a headquarters and service company of marines, Iwo Jima, 8 Mar 1945.

★ **MACKERT, Theodore F.**, EM1, USNR, Dormont, Pa.: Service on board USS *La Vallette*, action against Japanese, vicinity of Philippines, 14 Feb 1945.

★ **MARTIN, James C.**, HA1, USNR, Kewansee, Ill.: Service with a company of marines in action against the Japanese, Iwo Jima, 8 Mar 1945.



LEGION OF MERIT

Gold star in lieu of third award:

★ **BALLENTINE, John J.**, RADM, USN, Hillsboro, Ohio: Liaison officer between CincPac and the supreme commander for the allied forces for the occupation of Japan, 30 Aug to 20 Dec 1945.

Gold star in lieu of second award:

★ **BATTLE, Charlton E. Jr.**, COMO, USN, chief of staff to ComServLant, October 1944 to December 1945.

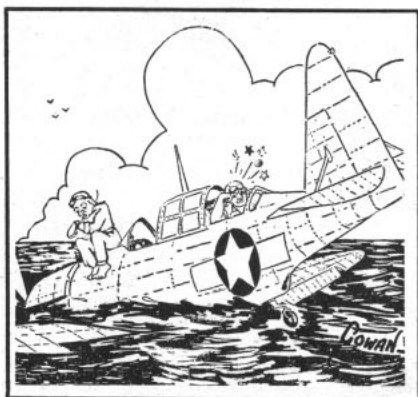
★ **EWEN, Edward C.**, RADM, USN, Glenview, Ill.: CO, USS *Independence*, operations against the Japanese in the Pacific, 29 Aug 1944 to 25 Jan 1945.

★ **MONTGOMERY, Alfred E.**, RADM, USN, Kodiak, Alaska: ComFairWestCoast, 12 Feb to 14 July 1945.

First award:

★ **AUSTIN, Leonard B.**, CAPT., USN, Washington, D. C.: ComDesDiv 7, 7 Dec 1941 to 14 Aug 1943; ComDesRon 22, March 1943.

★ **AYRES, William W.**, COMO, USN,



North Islander, NAS North Island, Calif.

'Ah, wotta ya gripin' about. Liberty don't go fer an hour yet.'

Occupation, China Service Qualifications Given

Qualifications of flag and staff personnel for wearing the Navy Occupation Medal and China Service Medal (extended) are clarified in BuPers Circ. Ltr. 53-48 (NDB, 31 Mar 1948).

Flag officers and members of their staffs are entitled to all awards made to

any ship in which they were embarked in a duty status for the period covered for the award.

For complete information concerning the Navy Occupation Service Medal and extension of China Service Medal, see ALL HANDS, March 1948, p. 46.

Bethesda, Md.: CO, 5th Med Bn, 5th MarDiv, prior to and during seizure of Iwo Jima, 19 Feb to 26 Mar 1945.

★ **BARRETT, Morgan C.**, CAPT, USN, Pittsburgh, Pa.: Officer of staff of Com-7thFlt, January to October 1945.

★ **BOUNDY, James W.**, CAPT, SC, USN, Great Lakes, Ill.: Force supply officer, staff of ComAirPac, 20 May 1943 to 3 Aug 1945.

★ **ERNEST, George E.**, CDR, USN (Ret), Baltimore, Md.: OinC, registered publication issuing offices, 7th Fleet, March 1944 to July 1945.

★ **GINDER, John K. B.**, CAPT, USN, Bremerton, Wash.: ComDesRon 21, So-WesPac, August 1944 to June 1945.

★ **HOLDEN, Edward C. Jr.**, CAPT, USNR, Manhasset, L. I., N. Y.: CO, USS *Starlight*, operations against the Japanese in the Pacific, 15 Nov 1944 to 3 Aug 1945.

★ **MACPHERSON, James I.**, CDR, USNR, San Anselmo, Calif.: CO, USS *Sarasota*, POA, 16 Aug 1944 to 17 Nov 1945.

★ **MCCRARY, Douglas A.**, LT, USNR, Westbury, L. I., N. Y.: Operation officer for aircraft, on the staff of a fast carrier task group commander during operations against the Japanese in the Pacific, 10 Feb to 19 May 1945.

★ **MCLEOD, Levin J.**, CDR, USNR, Miami, Fla.: Communications officer and later as operations officer on the staff of ComTransDiv 32, POA, March 1942 to March 1945.

★ **MORGAN, Charles H.**, CDR, USNR, Newton, Iowa: CO, Receiving Station, Guam, 30 Dec 1944 to 9 Nov 1945, and Staging Center, Guam, 19 Aug to 2 Sept 1945.

★ **PETERSON, George E.**, CAPT, USN, Washington, D. C.: Commander of various submarine divisions, 19 Sept 1943 to 9 Sept 1944; ComSubRon 8, October 1944 to June 1945; ComSubRon 10, June to Sept 1945.

★ **RAMUSSON, Irvin S.**, CDR, CEC, USNR, Denver, Colo.: OinC, 40th CB, Admiralty Islands, 2 Mar to 18 July 1944.

★ **READ, William A.**, COMO, USNR, Purchase, N. Y.: Flag secretary on the staff of ComAirPac, November 1942 to March 1943, OinC advanced bases, September to November 1943.

★ **ROBERTSON, Edward L. Jr.**, CDR, USN, Syracuse, N. Y.: Assistant operations

officer for operational projects, staff of CincLant, June 1944 to 2 Sept 1945.

★ **ROPER, John W.**, RADM, USN, Washington, D. C.: CO, USS *Wisconsin*, operations against the Japanese in the vicinity of the Japanese homeland, 6 Mar to 11 Aug 1945.

★ **SIMMONS, John D.**, LT, USNR, Columbus, Ohio: Organizer and operator of a communications net in enemy occupied areas in the Philippines.

★ **SMITH, Harold T.**, RADM, USN (Ret), Hingham, Mass.: Fleet maintenance officer, staff of CincPac and CincPoa, 28 Apr 1944 to 1 Sept 1945.

★ **STROH, Robert J.**, CAPT, USN, Washington, D. C.: Head of the plans division of the staff of ComAirPac, 12 June 1944 to 21 July 1945.

★ **SUTLIFF, Robert C.**, CAPT, USN, Washington, D. C.: Fleet aviation officer on the staff of CincLant, March to September 1945.

★ **SWART, Robert L.**, CAPT, USN, Washington, D. C.: Staff engineer and material officer, ServLant, 17 Feb 1942 to 4 Aug 1945.

★ **THOMPSON, Lawrance R.**, LCDR, USNR, Ripton, Vt.: Historian, staff of CincLant, February to September 1945.

★ **THORNE, Oakleigh L.**, CDR, USNR, New York City: Assistant flag secretary from November 1942 to March 1943, and as flag secretary on the staff of ComAirPac, March 1943 to February 1944.

★ **TIEMROTH, Harold H.**, CAPT, USN, Washington, D. C.: CO, USS *Candler*, 7 Dec 1941 to April 1942; CO, USS *Balch*, April 1942 to September 1943, Pacific theater.



NAVY AND MARINE CORPS MEDAL

★ **WERLLA, Clifford V.**, CPHOM, USNR, Washington, D. C.: Heroic conduct during operations to capture the German submarine U-505 off Cape Blanco in French West Africa, 4 June 1944.

★ **WRIGHT, Jack**, BM1, USN, Rockaway, Ore.: Heroic conduct during operations to capture the German submarine U-505 off Cape Blanco in French West Africa, 4 June 1944.

BOOKS: DIVERSITY KEYNOTE OF SUMMER READING

WHEN shore-going fever assails you and there's liberty but no boats, make a full-power run to your ship or station library and see what has arrived.

For summer reading that will whisk you off to a completely different environment, ALL HANDS suggests one of these.

• **Fire**, by George R. Stewart; Random House.

A summer storm rolled through the high Sierras and lightning flashed. The lookout in the tower on Cerro Gordo was excited, but not very frightened. She had come up from San Francisco to get her bearings and now she knew where she stood.

Lightning-born fire smoldered in the pine needles for five days and no one knew it but the ants. Suddenly, then, everyone knew it—the Super, Ranger Jones, Bart, Dave Halliday and Judith Goday. Men were brought in from as far away as Reno and Stockton. Among them was Bo Fox, the “wino” from Sacramento, who always wanted an open door behind him.

The deer fled in bewilderment and even the mink and the trout in Onion Creek knew that something was wrong. And Bo Fox bolted.

The continent-wide sweep of wind and weather and the age-old wonder of fire roll through the 11 days of this book. They are terrible days for all the forest dwellers, and until Dave Halliday goes

Navy, Army Activities Visited by USAFI Unit

Bringing to Navy personnel facilities of the Armed Forces Institute, a mobile unit is rounding out a three-month tour of naval and military installations in most of the southern states.

Purpose of the tour is to assist local educational programs at various armed forces activities and installations. In addition, the mobile unit has been enrolling servicemen in correspondence courses offered by USAFI as well as those made available from extension divisions of 59 contracting colleges and universities.

into action the situation is very perilous on Cerro Gordo.

• **The Land of the Shorter Shadows**, by Erle Stanley Gardner; William Morrow and Co. Inc.

In this book the author of a multitude of detective novels turns travel writer. He and companions set out from San Diego with two light trucks to drive to the tip of lower California over 1,200 miles of rough dirt roads. This they succeed in doing, with a side trip to La Purisima and a loop around the end of the peninsula for good measure.

The account of the trip, describing hte people who made it, the people they met, the flora and fauna of the arid country, the primitive roads and the performance of the vehicles, all blend into a fascinating chronicle. The volume of 228 pages which includes almost 100 photos concludes with a chapter of “thoughts about things,” written in the same informal manner as the rest of the book.

There is no injection of fiction into this fact book to spice it up. None is necessary.

• **The Price of Power**, by Hanson W. Baldwin; Harper and Brothers.

While some of us may not like it, world leadership has been thrust upon our country. This book is an eyes-on-the-stars, feet-in-the-mud approach to this problem of power. It is an explanation of what we must do to maintain world equilibrium.

In writing the book, Mr. Baldwin who is himself an authority on political matters worked in close association with a group of the country's other leading military and political analysts.

• **Admirals of American Empire**, by Richard S. West, Jr.; the Bobbs-Merrill Co.

This book is a biography of four admirals of the days of Theodore Roosevelt: Dewey, Mahan, Schley and Sampson. In 354 pages including a large number of historical photos, cartoons and maps, it traces the development of these men and their country against the background of Manila Bay, Santiago and the Spanish-American War.

• **The American College Dictionary**; Random House.

Editor Clarence L. Barnhart and a group of specialists have built a new dictionary from the ground up. Among the book's more than 125,000 entries are iron curtain, goon, radar and snafu. While up-to-date as jive, the American College Dictionary is definitely on the beam. Accurate and authoritative.

• **U.S. Naval Logistics in World War II**, by Duncan S. Ballantine; Princeton University Press.

A concise and critical history, this volume holds varied interests for many kinds of readers besides those with a formal interest in naval administration, and will be of special value to students of government planning, procurement, organization and inter-service cooperation.

• **Standard Book of Letter Writing**, by Lillian Eichler Watson; Prentice-Hall.

Here is the quick answer to every question you might have about letter writing. The book tells how you can easily write more effective social, personal and business letters. Its 626 pages contain more than 600 helpful sample letters.

Navy Supply Ship Saves 3 Castaways on Island

USS *Roque* (AG 137), on one of its regular runs to the lonely island of Ngatik, found three men who had landed there after spending 57 days adrift in a 19-foot boat.

The three Gilbert Islanders had set out from their home island of Maiana with another companion to transport a doctor to Tarawa, 28 miles to the north. After the doctor was landed, the four men headed back to Maiana. Contrary winds and currents carried the boat off its course. Fifty-seven days later a landing was made at Ngatik in the Caroline Islands, 1,200 miles to the westward of Tarawa. One of the men disappeared overboard before land was sighted.

Navy-trained natives of Ngatik gave the three castaways medical treatment prior to the arrival of *Roque* which transported the men to Truk where they took time to build up their undernourished bodies. The Navy then flew the men to Guam where they are resting, awaiting return to their home island.

Admiral Dewey and the Manila Campaign



VICTORY OF 50 YEARS AGO

Never before published details of the great events which took place half a century ago in Manila Bay are contained in a new book written by Rear Admiral Dewey's aide, rounding out the sketchy picture in official records (*Admiral Dewey and the Manila Campaign*, by Commander Nathan Sargent; price, \$3.00; published by the Naval Historical Foundation, c/o Naval Records and Library, Navy Department, Washington 25, D.C.). ALL HANDS presents a few of its 150 pages as a book supplement.

Admiral Dewey and the Manila Campaign

Editor's note—After four hours in front of the guns of Dewey's U.S. Fleet, the 10 vessels comprising the Spanish fleet in Manila Bay were in blazing ruins or aground. The victory of 50 years ago was surprisingly easy for the Americans, whose only losses were six wounded.

The next step was the conquest of Manila, core of Spanish provincial government in the Philippines. Even though the Spaniards offered surrender, Rear Admiral George Dewey had to wait for an adequate force of U.S. troops to occupy and police the city.

The three-month waiting period was fraught with international complexities, intrigue and danger. Aguinaldo, later to become an enemy of the United States, battered at the doors of the city with his rebelling Filipinos. German, French, British and Japanese warships sped from Far Eastern ports to drop anchor in Manila Bay, and only the English professed real friendship for the Americans.

Intelligence reports of Spanish fleet movements under Admirals Camara and Cervera further disturbed Dewey, whose own forces were 7,000 miles from their nearest base. The battle had reduced ammunition supplies which had been but little more than half of capacity.

Cervera's fleet went to Cuba, but Camara's set out for Manila spoiling for battle with the inferior American force. How a suggestion from Dewey dissolved the threat and how the admiral bluntly offered war to the Germans is told in the following excerpt from Commander Nathan Sargent's book.

"It is astonishing," writes Commodore D. W. Knox, USN, naval historian, in the foreword, "that virtually nothing of official record exists concerning this German incident. . . . The broad interests of the United States were never better served" than by Dewey at Manila.

A GRAVE SOURCE of anxiety to our Commander-in-Chief, and one that for sometime had been threatening, now surged prominently to the front.

As early as 12 May 1898, the Department had telegraphed the Admiral asking if any submarine mines to aid in his defense in case of an attack by a superior force, should be sent him. At that time Cervera's squadron had left the Cape Verde Islands and its destination was a matter of conjecture. It might be our eastern coast, it might be the West Indies, or it might be the Philippines; and in the latter case, our squadron would be called upon to defend itself.

A week later a new rumor had reached Washington, and on 20 May the Department telegraphed that *Carlos V*, *Pelayo*, *Alfonso XII*, and some transports were reported to have left Spain for the East. To these telegrams the Admiral confidently replied that if attacked by a superior force, the squadron would endeavor to give a good account of itself.

But the Government was evidently still uneasy with regard to his safety, and soon cabled that the monitors *Monterey* and *Monadnock* would be sent to reinforce him. This determination was due entirely to the expected attack from the Spaniards, but before long there was another cause which made it seem decidedly necessary that our East-

ern squadron should be strengthened by the addition of some armored vessels.

For some time the peculiar actions of the Germans in Manila Bay, and the fact of their assembling and keeping there a squadron much more powerful than our own, had been a source of suspicion and solicitude to Admiral Dewey, and of late the attitude of their Admiral and the conduct of their men-of-war had been such that his suspicions seemed about to become certainties. From their behavior he could not but feel assured that the Germans had instructions to goad him into some overt act of which they could take advantage, and he knew perfectly well that ship for ship, their squadron was stronger than his own. As will be shown later on, he had thoroughly maintained his position in all his relations with them, but he was unable to fathom their intentions and he felt it imperative that he should be strong enough to meet any action on their part.

There were two weighty reasons, therefore, which led him to request that the departure of *Monterey* and *Monadnock* should be expedited, and his demand was fully justified by the fact that the response to his telegram, announcing the sailing of *Monterey* and the proximate departure of *Monadnock*, brought also the grave news that Camara's Spanish fleet had been definitely seen off Gibraltar heading to the eastward.

2

From this time on, every precaution, both by the Government through its agents in Europe and Egypt, and by the Admiral from his end of the line, was taken to follow the course of this fleet as it progressed upon what proved to be its abortive errand.

After passing through the canal, he made another stop at Suez, but was again warned off, when he left the harbor and anchored five miles off shore, where his ships were well outside the three-mile limit and thus free of Egyptian control.

Although coal had been refused him in both Port Said and Suez, Admiral Camara was still in a condition to continue his voyage; for his colliers were well supplied and it would have been an easy matter to have coaled from them in some of the Arabian ports of the Red Sea where, in addition to profiting by the smooth waters of a quiet anchorage, he would be hampered by none of the restrictions of neutrality laws.

But just at this moment the Navy Department received an opportune suggestion from Admiral Dewey; one so important that it was adopted without delay, and, being given immediate publicity, it at once placed an entirely different aspect upon affairs. This was to the effect that in his (Admiral Dewey's) judgment, if the coast of Spain were threatened, Camara's squadron would at once be called back to protect it.

The event justified his prediction; his cablegram was received on 27 June; on 29 June it was widely known that a squadron under Commodore Watson had been organized for an attack upon the Spanish coast; on 8 July, the Spanish fleet re-entered the Suez canal, and on 11 July it left Port Said for Cartagena.

3

The danger was over, but it had been an anxious moment for our Commander-in-Chief in Manila Bay. With a

squadron of only unarmored vessels at his disposition, he would have had to meet two powerful armor-clads (each of nearly 10,000 tons displacement) aided by three large converted cruisers heavily armed, and by three torpedo destroyers.

Considering ships alone, the odds would have been strongly against him, but neither he nor any of his officers felt at all apprehensive of the outcome. The Admiral's plans were fully matured and might have resulted quite as successfully as did those of the first of May. Feeling assured that Camara would arrive before *Monterey* could reach Manila, and that whatever course was pursued it must be without counting upon her valuable aid, his intention was that upon the approach of the Spanish fleet he would leave Manila Bay with his whole force, and with his squadron take a position in the southern part of the Philippine archipelago, where he could sally forth and attack the Spaniards in flank when they were hampered with their transports, short of coal, and unlikely to expect him.

The scheme was well thought out, and with such a thoroughly disciplined squadron as he then commanded, there can be no doubt but that Admiral Dewey would either have gained a decisive victory or would have left the Spanish vessels in such a plight that few, if any, of them could have reached Manila Bay. But the crisis was averted; the mere adoption of his suggestion to prepare for a demonstration on the coast of Spain had been sufficient; the news of such preparation not only caused the hasty recall of Camara from his bootless voyage, but, more than that, it at once brought about the negotiations which soon ended in the signing of the peace protocol.

4

This open enemy disposed of, there remained, however, another which, if not overtly hostile, at least displayed many of the characteristics of an unfriendly power.

From their first arrival in Manila Bay the Germans had been a source of unceasing annoyance to Admiral Dewey, and whether their conduct may be attributed to an intentionally offensive policy or to simple lack of that nautical good breeding known among sailors as sea-manners, the fact remains that their practices were such as no blockading officer could brook. Day by day they were evidencing an increasing disposition to ignore this right and authority and this attitude on their part was none the less significant when it is considered how much more powerful than our own was the squadron of the German Vice-Admiral. It was quite as much, therefore, in view of possible complications with them, as on account of the threatened arrival of Camara's fleet, that Admiral Dewey had laid such stress upon hastening the departure of the monitors.

The German vexations were coincident with the arrival of their ships in Manila Bay. *Irene*, coming from Nagasaki, reached the entrance to the harbor on the morning of 6 May; she may or may not have heard of our victory before her departure from Japan, but definite information concerning it had been transmitted to her captain from an

English steamer that same morning, so that when the vessel passed through the Bocas, her officers were fully aware that in Manila Bay American authority was paramount.

In spite of this knowledge, however, and of the fact that our flagship and other vessels were anchored off Cavite, that our colors were flying over its naval station and batteries, and that war between the United States and Spain existed, the propriety of reporting to Commodore Dewey and of requesting him to indicate in what part of the Bay he should anchor, apparently never occurred to the captain of *Irene*, but he coolly passed on and dropped his anchor where it best suited him.

The next German was *Cormoran*, which entered on 9 May about 3 a.m. This arrival in the middle of the night was in itself an extraordinary performance off a blockaded port, and was not entirely unfraught with danger, when that port was blockaded by a fleet supposedly on the alert to resist attack either from the City or from the sea. *Cormoran* paid no attention to the signals of the steam launch sent to board her, and was only brought to by a shot from *Raleigh*, which, with all lights masked, suddenly appeared close aboard and fired a shot across her bows. This quickly brought the commander of *Cormoran* to his senses and he not only stopped his engines but threw them hard astern. His perturbation when our boarding officer visited his vessel, showed that he fully realized his narrow escape.

It may be ascribed to ignorance of naval rules of action under such circumstances, but the Commodore would have been perfectly in his right had he ordered *Raleigh* to fire upon her. Our fleet was naturally at this moment always upon the alert and ready for any night attack. Men were armed and sleeping at the guns, the captured tugs and launches were stationed to cruise about the fleet as picket boats, and every precaution was taken that a careful commander would observe with an enemy and presumably a revengful one, but five miles distant. Only intent or crass ignorance of proper procedure under such circumstances can account for the action of this German vessel.

During the month of June, *Kaiserin Augusta*, *Kaiser*, and *Prinzess Wilhelm* made their appearance, the first named flying the flag of Vice-Admiral von Diedrichs. *Kaiser* came in after dark on 18 June; she paid no attention to the launch sent to board her, but stood on to the anchorage off Manila. The next morning she came over to Cavite to report to our Admiral.

There also arrived off the port a German transport, *Darmstadt*, bringing 1,400 men as relief crews for the German vessels. By the courtesy of Admiral Dewey, *Darmstadt* and later a steamer laden with coal for the German squadron, were allowed to enter, although the permission to use a blockaded port for effecting such transfers of men might justly have been withheld. But this permission was not only unappreciated but was abused; the men were not at once exchanged, but were held as a reserve force on board *Darmstadt* for nearly four weeks, thus forming a decided menace to our authority and giving Admiral von



Admiral Dewey and the Manila Campaign

Diedrichs a large landing force for any scheme he might desire to carry out.

5

Upon Vice-Admiral von Diedrichs' arrival, there was the usual exchange of visits, Admiral Dewey as the junior going over to the foreign fleet in *Concord* to make the first call. As it happened that there were few German interests and but one German commercial house in Manila, it seemed pertinent to Admiral Dewey to inquire why so large a force had been assembled off Manila. The Vice-Admiral drew his heels together in the Prussian fashion and, apparently convinced that no other explanation was necessary, he pompously replied, "I am here by order of the Kaiser, sir."

Feeling secure of their strength, the Germans became more and more aggressive. Their officers landed in Manila and were soon on the most cordial terms with the Spaniards, who paid them marked attention and who openly asserted that the German squadron would intervene in their favor.

But these were only petty annoyances. The Germans soon acted as if Manila Bay were absolutely in their possession; their vessels shifted their position in the Bay, cruised about it, boarded ships, ran in and out at all hours of the day, and upon many occasions during the night, and finally, without any permission, made a species of base of Mariaveles harbor, opposite Corregidor and the Boca Chica. Here they landed their men, ostensibly for drill, took possession of the quarantine station, and their Admiral occupied a large house lately deserted by the Spanish officials.

However, there was a limit to our patience. On 5 July Admiral Dewey made a personal reconnaissance of their position; hoisting his flag on *McCulloch*, he steamed down to Mariveles Bay, passed around the German ships anchored there, and left again without communicating with them, allowing them to draw their own conclusions from his visit.

On the following day, he was informed by the insurgents that the Germans had been interfering with their operations against the Spaniards in Subig Bay, and as they thus were impeding his policy of allowing the former to weaken the Spaniards as much as possible, he determined to show Vice-Admiral von Diedrichs that he had gone too far. *Raleigh* and *Concord* were at once despatched to Subig, where a force of Spanish troops were intrenched upon Isla Grande and were being besieged by the insurgents. Here *Irene* had appeared, the captain had visited the Spaniards, and then had notified the insurgents that they would not be permitted to use a small steamer in their possession to aid in their attack on the island upon which the Spaniards were intrenched. Naturally, *Irene* had no jurisdiction in the matter, the Spaniards were in no sense under German protection, there was not a single German subject in the place, and altogether her captain's action was entirely unauthorized. But he did not interfere for long; *Raleigh* and *Concord* sailed from Cavite at midnight of 6 July, and the fol-



lowing morning at 6:30, when it was barely daylight, they entered Subig Bay, cleared for action.

As they passed in, *Irene* passed out, and it was currently reported and believed that when they were sighted she slipped her cable and left anchor behind her.

6

Our ships fired a few shots from their light guns at the fortifications of Isla Grande, when the Spaniards surrendered, and the island was formally taken possession of in the name of the United States. The troops to the number of 16 officers and 563 men were turned over temporarily to the care of the insurgents, and the two vessels returned to Cavite.

This affair and the general increased activity of the Germans brought matters to a crisis; to those who were acquainted with Admiral Dewey and his methods, it was a matter of astonishment that he had had the patience to permit such affronts as the Germans had continually put upon him, but his forbearance had now been stretched to its utmost limit and he would stand no more.

There had already been a correspondence with the German Admiral upon the subject of our right to board all vessels coming into the Bay, in which Admiral Dewey claimed that it was not only his right, but his duty, while conducting the blockade, to communicate with all vessels of whatever nationality entering the port.

To this he added that "as a state of war exists between the United States and Spain, and as the entry into this blockaded port of the vessels of war of a neutral is permitted by the blockading squadron as a matter of international courtesy, such neutrals should necessarily satisfy the blockading vessels as to their identity. I distinctly disclaim any intention of exercising or claiming the *droit de visite* of neutral vessels of war. What I do claim is the right to communicate with all vessels entering this port, now blockaded with the forces under my command. It could easily be possible that it was the duty of the picket vessel to notify incoming men-of-war that they could not enter the port, not on account of the blockade, but the intervention of my lines of attack."

Admiral von Diedrichs contended that the boarding of his vessels was not sanctioned by international law, and notified Admiral Dewey that he would refer the matter to a conference of all the senior officers of the men-of-war in the harbor; but his conference came to naught, as the sole one of these officers who would attend was Captain Chichester of *Immortalite*.

The latter, who was thoroughly posted in international law and was far better informed as to the powers of a blockading force than was the German Admiral, advised the latter without hesitation that Admiral Dewey was acting quite within his rights, and that he (Chichester) was instructed by his government to accede much more in fact than had ever been required by the American Commander-in-Chief; also that as the British senior officer in Manila Bay, he had given rigid instructions to the captains of all British men-of-war that when entering the harbor they should first report to Admiral Dewey and fully satisfy any inquiries on his part, before proceeding to the anchorage of the foreign fleet.

However, Admiral von Diedrichs remained uncon-

vinced, and his ships still continued their attempts to evade our boarding visits. Finally one day *Cormoran*, which was an old offender, was sighted coming up the Bay, and Admiral Dewey determined that she should not pass his flag without stopping called his flag lieutenant, in whom he had the most perfect confidence, and said to him:

"Mr. Brumby, I wish you to go on board *McCulloch* and stop that vessel; mind you, sir, stop her!"

Brumby implicitly carried out the order, although *Cormoran*, when she saw him approaching, steamed hastily away to the northern part of the Bay, thus forcing him to follow several miles before he could intercept her.

He first hoisted the international signal "I wish to communicate"; but no attention being paid to this notification nor to the fact that *McCulloch* in following was evidently attempting to perform the ordinary and daily duty of boarding an incoming vessel, he promptly fired a shot across her bows. Only then did the captain of *Cormoran* conclude that his trifling manoeuvres had better cease, and that Admiral Dewey's authority should be respected.

On the following day, Vice-Admiral von Diedrichs sent a staff officer to Admiral Dewey with a complaint about this proceeding and with a written list of other fancied grievances. The young officer, in a particularly precise Prussian manner, recapitulated these complaints, refreshing his memory from a written memorandum, and giving to each subject the preliminary phrase, "And His Excellency protests."

When he had reached the affair of the day before, and had repeated his monotonous introductory remark, he then proceeded to relate that His Excellency objected to his ships being boarded in the Bay, and that he protested against signals being made to the effect that there was important news to communicate when, as a matter of fact, there was no news.

The Admiral and Lieutenant Brumby had stolidly and without interruption listened to this long diatribe from the German officer, the Admiral's complexion changing first to red and then to white, as his indignation drew him nearer and nearer to the explosive point. When the officer had entirely finished, he began in that particularly suave manner which those who are best acquainted with him recognize as meaning mischief:

"And does 'His Excellency' know that it is my force and not his which is blockading this port?"

"Yes, sir," answered the German.

"And is he aware that he has no rights here except such as I choose to allow him, and does he realize that he cannot communicate with that city except by my permission?"

A non-committal shrug of the shoulders.

"One would imagine, sir, that you were conducting this blockade."

A gesture of negation.

"Do you want war with us?" asked the Admiral, impressively.

"Certainly not," replied the German.

"Well, it looks like it, and you are very near it; and"—his voice rising in pitch and intensity until it could be heard in the officers' quarters below—"and you can have it sir, as soon as you like."

The German backed in consternation away from the

Admiral, and in an awed voice said to Lieutenant Brumby, "Your Admiral seems to be much in earnest."

"Yes," replied Brumby, "and you can be certain that he means every word he says."

7

This ultimatum ended the German provocations; the climax had come, their hand had been called, and for the future there was a marked change in the behavior of their officers, and in the policy of their Admiral.

Had the latter been a man of greater professional knowledge and experience, or had he been blessed with that incomparable of virtues, tact, none of these many irritations would have occurred, unless indeed they were instigated by the German government and were in pursuance of instructions from Berlin. However that may be, the general criticism from foreign naval officers present at the time, and a charitable view for us to assume as well, was that they were probably due to the youth and consequent self-sufficiency of the German Navy, whose officers, lacking in experience, were as liable to make mistakes as they were disposed to feel insulted when reminded of them. There can be little excuse, however, for many of these vexations, which, too numerous to be recounted in detail, were put upon Admiral Dewey at a moment when he had a multiplicity of other serious problems to contend with.

To those acquainted with his disposition, it was a matter of intense surprise that during all this time he was enabled to restrain his impulses, and to show such wonderful self-repression and diplomatic forbearance in his treatment of the Germans. His position with regard to his right of boarding all incoming men-of-war was as indisputable as that of Vice-Admiral von Diedrichs was untenable.

The latter's squadron was in Manila Bay only by permission of Admiral Dewey, who, according to all authorities on international law, had a perfect right to withhold such permission. This could all the more have been the case, as the Admiral was fully aware that in addition to their annoying practices with regard to his conduct of the blockade, the Germans had also upon many occasions abused their character of neutrals.

They more than once, and under the protection of the German man-of-war flag, had landed provisions in Manila, they had carried eighty bags of mail to one of the ports of Mindanao, they had (on 9 June, in *Darmstadt*) conveyed a Spanish Priest from Manila to Hong Kong, and they certainly had been more than friendly with the Spaniards.

All these infractions of neutrality were known to Admiral Dewey, yet, appreciating how necessary it was for our successful prosecution of the war, that we should have no clash with the Germans, he, while never allowing them to openly disregard his authority, had been obliged to shut his eyes to many practices for which, under other circumstances, he would quickly have called them to account.



FANTAIL FORUM

Question: What do you think of polar duty?

(Interviews were conducted among men just back from Antarctic expedition.)



W. L. Faust, RM2, Alton, Mo. Having been with the project for over a year, I have found that the duty is hard to beat. After one trip north and two south, my only regret is that the trips don't last long enough.



Fred F. Nunn, AG1, Inglewood, Calif. Some people go from pillar to post, but the Navy has me going from pole to pole. The duty is fine for single men. I liked the northern trip best, because it wasn't so far from home.



William J. Ramsay, YN3, Jackson, Mich. I like polar duty. I liked the trip north better than the southern trips. It was a shorter trip and there was more to see up there — more islands instead of just ice and snow.



Ralph Broadbent, SN, Scranton, Pa. The trip itself was very interesting and I enjoyed it, but the morale could be kept a lot higher by sending up-to-date movies along. I wouldn't want to make any more than three of them.



Owen M. Perry, ETC, Washington, D. C. I consider it good duty. I've made one trip to the Arctic and two to the Antarctic, and hope to continue polar duty. The Antarctic offers the more rugged duty of the two, by far.



McMichael Rhodes, YN1, Denver, Colo. I have been to each polar region twice. I found the two areas very interesting, but dissimilar — except for the ice fields, of course. I much prefer the north. Besides, it's closer.



R. G. Berns, RM2, Adrian, Minn. I have been to the Antarctic twice and the Arctic once and to me there's no better sea duty. Plenty of travel and new sights to see. It's a lot better than being on the beach—even on the best shore station.



James F. Hartley, HN, Fayetteville, N. Y. My two trips to each polar region have been good duty considering the rolling of an ice-breaker. My most enjoyable experience was living in a tent on the ice during a previous Antarctic expedition.



Coy A. Trent, SK2, Emmitsburg, Md. I have been to the north polar region and this was my second trip to the Antarctic. While it was very interesting, I wouldn't care for it for permanent duty. I found the Antarctic more interesting of the two.

ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

● **AT RIGHT: Off-duty time at sea is put to good use by Roy A. McNaught, GM1, of Pratt, Kan., who demonstrates his knot-tying skill in fashioning himself a salty belt.** ➔



TIME AND TIED

LT. CDR. I.G. PERRY
ROOM G732

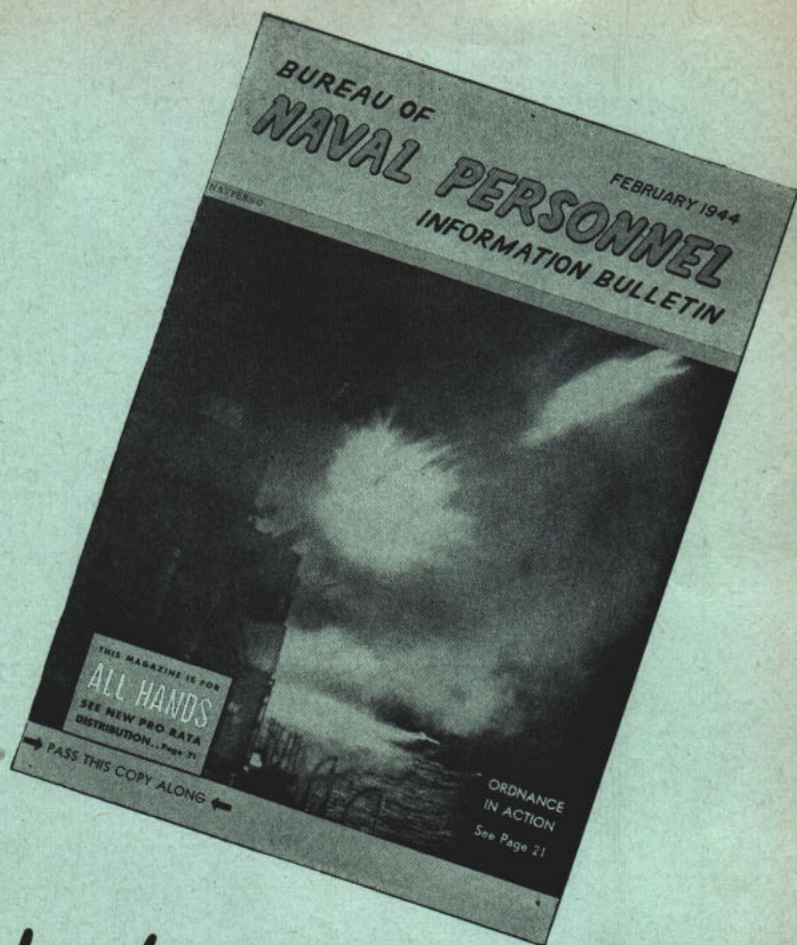
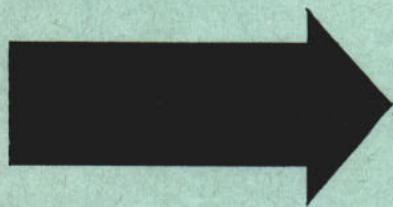
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- ➔ AMPHIBS TO FORE IN '44! . . . WHEN THE NAZIS INVADED GREENLAND . . . THE SEABEES: CAN DO, WILL DO—DID!

AND

all the latest official dope on interchange of shore and sea duty . . . hospital rate reduction for dependents . . . new pay system . . . commendation ribbon . . . overseas gifts service—in the Bulletin Board section.

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